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ENGINEERING, BANKING, MINING, MANUFACTURES.

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## American Railroad Journal.

New York, Saturday, April 5, 1873.

### The "Cumming Nut-Lock."

This is the name of a very simple, and ingenious improvement in screw-bolts, which will be found very fully described in the advertisement of The Lock-Nut and Bolt Co., of N. Y., who own the Patents, and manufacture bolts with this improvement. The special feature of this device is, that it absolutely secures the nut to the bolt, at any desired point, and yet admits of its being readily adjusted, or removed, by simply applying a wrench. Every Railroad man knows that nuts are continually shaking loose on the tracks, frogs, switches, engines, cars, bridges, &c., and that great annoyance, danger and expense result therefrom; and many devices have been tried to remedy this trouble, none of which heretofore, have fully answered the purpose. Probably many of our Railroad friends are so disgusted with previous experiments, that they do not believe it possible to get a really effective "Lock-Nut." These bolts, however, have now been in use over four years on some of the principal Railroads in the Country, as well as on trip-hammers, mining and other machinery, &c., where their merits have been severely tested, and it is claimed that in no single instance have they ever failed to keep the nuts secure; and the extent to which they are now being used would seem to fully warrant a

trial, which is all that the manufacturers ask. The value of such a device on car-bolts must be very great, as it not only saves the expense of check-nuts, to a sufficient extent to pay for the whole additional cost, but also prevents the enormous loss of nuts and bolts that drop from the cars, and adds greatly to their durability, and safety. It is claimed that the use of these bolts will very considerably reduce the item of "Car Repairs," and the subject is of sufficient importance to be investigated.

## INVESTMENT BONDS.

THE NORTHERN PACIFIC 7-30 FIRST MORTGAGE GOLD BONDS, which we recommend as a profitable and well-secured investment, bear 7 7-10 per cent. gold interest, and have the following elements of security, viz:

1. They are the obligation of a strong corporation.
2. They are a First Mortgage on the Road, its Equipments, Rights and Franchises.
3. They are a first lien on its Net Earnings.
4. There is pledged, in addition, for the payment of principal and interest, a Land Grant of 12,800 acres per mile through the States, and 25,600 acres per mile through the Territories traversed. The Company is already entitled to nearly Ten Million acres of its Grant, and its Land Sales thus far have realized \$5 66 per acre.

With nearly 500 miles of the road completed and in operation, the earnings for 1873 will be large.

All marketable stocks and bonds are received in exchange for Northern Pacifics on most favorable terms.

## JAY COOKE & CO.,

New York, Philadelphia and Washington.

FOR SALE BY BANKS AND BANKERS GENERALLY.

The estimated earnings of the Kansas Pacific Railway for the week ending March 22 are: freight, \$45,378 98; passengers, \$30,618 51—total, \$75,997 49.

### Russia's Military Railway System.

A new railway and telegraph chart of the Russian empire has just been published. Russia is shown by this chart to possess railway and telegraph lines actually in operation of which the world outside had not the slightest notice or opinion. There is a complete system of strategical railways, radiating from the three principal lines uniting at St. Petersburg, Moscow, and Kieff, and extending even to the Asiatic frontier in no less than ten lines. All the military centers, even Nova Tcherbask, the headquarters of the Don Cossacks, are accessible by rail; and in a short time, if not at this moment, Russia can move large bodies of troops and concentrate them within a few days at any desired spot. In view of these facts the German journals urge their government to hasten forward the construction of railways on their own eastern frontier, which they will need for their own safety in case of war.

## JAY COOKE & CO.,

No. 20 Wall Street,

NEW YORK.

EXCHANGE ON

London,

Paris,

Berlin,

Frankfort,

Bremen.

CABLE TRANSFERS.

CIRCULAR LETTERS,

COMMERCIAL CREDITS.

## Jay Cooke, M'Culloch & Co.,

No. 41 Lombard St., London.

It is asserted that arrangements have been made to raise \$1,000,000, on the bonds of the Rivier du Loup Railway Company. The work of construction is said to be progressing; 24 miles of rail have already been laid, and ten miles of the road are graded. The work will be prosecuted vigorously in the Spring.

## Illinois Central Railroad.

The receipts from operations of this road for the year ending December 31, 1872, were as follows:

From freight.....	\$4,305,616 95
" passengers.....	1,305,766 11
" sleeping cars.....	26,132 81
" extra baggage.....	2,879 79
" mails.....	76,500 00
" express.....	129,935 61
" rent of property.....	159,437 33
" from dockage.....	13,820 70

\$6,020,089 30

Net earnings over Chicago, Burlington and Quincy Railroad..... 506,530 34

Net earnings over Toledo, Peoria and Warsaw Railroad..... 86,812 93

Total earnings in Illinois.....\$6,613,433 07

Earnings over leased lines in Iowa—

Dubuque and Sioux City R. R..... 947,212 34

Iowa Falls and Sioux City R. R..... 337,462 26

Cedar Falls and Minnesota R. R.... 128,646 11

Total.....\$8,026,753 78

Less operation expenses, viz;

Salaries.....	\$150,115 16
General expenses.....	258,151 95
Legal expenses.....	40,050 13
Claims and damages.....	72,031 37
Station expenses.....	744,358 68
Freight train expenses.....	743,643 01
Passenger ".....	285,040 85
Repairs of engines.....	457,024 67
" cars.....	473,659 19
" tools, &c.....	40,634 95
Cleaning engines.....	42,076 77
" cars.....	18,496 77
Equipment expenses.....	63,463 09
Repairs of road.....	1,209,625 64
" bridges.....	87,237 61
" fencing.....	56,171 06
Operating St. Charles	
Air Line.....	5,097 71
Insurance, etc.....	20,091 71
Repairs of Lake Shore	
protection.....	38,361 06
Cairo and Columbus	
Transit Steamer ex-	
penses.....	4,801 14
Dunleith Elevator ex-	
penses.....	2,717 20
Loss and damage by	
fire.....	34,004 60

4,846,854 32

Leaving net earnings.....\$3,179,899 46

Deduct—

Charter tax paid State	
of Illinois.....	\$442,856 54
Charter tax paid State	
of Iowa.....	70,634 57
Rent of leased lines.....	563,301 52

1,076,792 63

\$2,103,106 83

Add—

Amount applicable to	
interest fund, as per	
land office report....	\$84,163 07
Amount applicable to	
free land fund, as per	
land office report....	91,102 90

175,266 57

Net amount, as shown in General

Balance sheet.....\$2,278,373 40

The earnings on the line in Illinois were \$6,613,433 07; the working expenses \$4,024,728 79, and the State tax \$442,856 54—leaving net earnings \$2,145,847 74. The earnings of the leased lines in Iowa were \$1,413,320 71; the working ex-

penses \$522,125 53, rent \$563,301 52, and taxes \$70,634 57—showing a deficit of \$42,740 91 in working the Iowa lines, and reduces the net earnings of all lines operated by the company to \$2,103,106 83, against \$2,732,847 44 in 1871—a decrease of \$629,740 61. The proportion of expenses and taxes to gross earnings is 66.78 per cent, against 61 per cent in 1871. The President in his report says:

The receipts from passenger transportation in Illinois, were \$135,090 68 less than in 1871, and in Iowa, \$84,801 54 less.

The receipts from freight transportation in Illinois, were \$432,357 69 less than in 1871. In Iowa, \$67,299 06 more than in 1871.

The operation expenses were \$204,934 70 greater than in 1871, owing chiefly to the excess in train service required to move the additional tonnage, consisting of coal and other cheap freights; to cost of repairs at Chicago, incident to the fire of October, 1871, and to the protection of the road on the Lake Shore. But little reduction could be effected in the passenger train service, though the earnings were largely diminished.

The net earnings over the Chicago, Burlington and Quincy Railway are increased \$189,164 50 as compared with those of 1871, a result caused by the greater distance the Iowa traffic passes over that line under the new contract.

18,831,950 bushels of grain were forwarded from stations in Illinois, and 6,722,520 bush. from stations in Iowa, upon our lines, of which 15,929,230 bushels were delivered at Chicago, and 3,807,850 bushels at Cairo. 82,388,000 feet of lumber were forwarded from Chicago, a falling off of 7,003,000 feet, as compared with the shipments of 1871. The coal traffic reaches 371,600 tons, an increase of 112,300 tons over 1871.

The total quantity of freight transported in 1872 was 2,039,321 tons, equal to 272,290,900 tons hauled one mile, yielding an average revenue of 2.15 cents per ton per mile. In 1871, 262,150,386 tons were hauled one mile, at the rate of 2.32 cents per ton per mile.

Elevator "A" has been rebuilt with a storage capacity of 1,000,000 bushels, giving now, 2,750,000 bushels total storage capacity at our Chicago terminus.

A contract entered into with the Mississippi Central, and New Orleans, Jackson and Great Northern Railways, which are operated under one management, ratified at the shareholders' meeting in May last, provides for the extension of the former railway to Cairo, and a mutual interchange of traffic with this road, on satisfactory terms. In consideration of the performance of the contract by those companies, this company is to invest annually one-eighth of its earnings from traffic to and from those lines in the consolidated mortgage bonds of each railway, if they can be purchased at not exceeding par, in currency, the minimum amount of bonds of each road so to be purchased being fixed at \$100,000 annually for ten years.

We have obtained from the Cairo city trustees, 1,500 feet of the Ohio levee, in Cairo, north of and adjoining the freight levee of this company, for the freight transfer station and car ferry for the Mississippi Central connection. Lands held by this company upon the Mississippi river in Cairo, and not needed for its use, were conveyed to the Cairo city trustees. They have released this company from all obligations and claims under old contracts. We paid for the lands on the Ohio Levee, and releases, the sum of \$75,000, which was charged to account of right of way.

The Land Department sold, in 1872, 41,677.57 acres of the donated lands, for \$336,918 68, making the aggregate sales to the close of 1872, 2,250,632.01 acres, for \$23,622,553 17, and leaving unsold at that date, 344,367.99 acres.

In view of the large decrease of the earnings during the past year, it is deemed proper to refer to the causes which led to it, in order that our shareholders may see that the past was an excep-

tional year, and that they may reasonably expect hereafter, if not during the present year, that the results of the operation of the road will be more satisfactory and profitable.

When this railway was projected it was supposed that Illinois and the Northwestern States, as they should be settled; would, after supplying the demand from the Southern States, find the cheapest means of transportation for their surplus products by the lakes and canals to the seaboard, for the consumption of the Atlantic States, and shipment to European markets. On the completion of the railway this expectation was realized, and the competition which has grown up by the construction of railways crossing it at various points, and forming, in connection with the trunk railways, direct lines from all sections of Illinois to the Atlantic Ports, was not sufficient to seriously affect its grain traffic until the last year.

The disastrous fire at Chicago in October, 1871, had left us but one grain warehouse, which was filled early in January, restricting grain shipments to Chicago until the opening of navigation in April. Again, before June 1st we were forced to decline receiving grain for shipment to Chicago faster than it could be disposed of there. A large increase in the price of iron stimulated its production last year in this country, enormously, and created an unusual demand for the iron ores of Lake Superior for the furnaces of Ohio and Pennsylvania. This diverted a large number of vessels from the grain trade, causing a twofold effect upon our traffic. It raised the cost of shipping grain from Chicago to Buffalo to almost double the ordinary price, and enabled the competing lines leading East to divert grain from wider districts upon our line than they had before been able to reach. It caused a dearth of vessels, which, coupled with the lack of warehouse capacity, prevented our disposing freely of the grain offered for shipment to Chicago, and it largely increased the expenses. These causes which have produced the diminution of our net revenue in the past year may continue to affect our traffic the present year, but not to the same extent.

There has been built, and is now building, a very considerable increase in the shipping to navigate the lakes, which will be ready at the opening of navigation. The Dominion of Canada is preparing to increase the size of the locks on the Welland Canal, and thus add largely to the capacity of the trade from Chicago to Montreal, which will furnish a cheap line of transportation of grain for the European markets. The State of New York is improving the Erie Canal, and rendering its capacity greater. This will necessarily reduce the freights upon it and add to the advantages this route offers for shipments of grain via New York to Europe. The great trunk lines of railroad from Chicago to the Atlantic States are providing additional tracks and rolling stock, and new lines East from Chicago are in course of construction. All these improvements will furnish a large increase of the means of carrying from Chicago to the eastern markets the produce of the Northwest, and by furnishing the means to send produce forward without delay, greatly enlarge our capacity for bringing it over our line.

In addition to the expected restoration of our traffic in Eastern bound produce, we have before us the immediate prospects of a large accession to our business southward. For several years after this road was completed, it furnished the only direct railway route from the Northwest to the Southern States. Terminating on the Mississippi river, at the mouth of the Ohio, the line had the advantage of almost uninterrupted river navigation South, but was about twenty-two miles from the northern terminus of the nearest Southern railway. From time to time, other railways have been built, and have diverted portions of the Southern traffic which this line had developed. The arrangement made with the companies, whose lines of road lead from Cairo to New Orleans, heretofore referred to, will, before the close of this year, furnish us, by a short ferry across the Ohio at Cairo, a direct connection with the Southern railway system. This will enable the



line to regain a large traffic, in the distribution of Western products in the South, where the more profitable culture of cotton makes it for the interest of planters to purchase their supplies of food from the northwest. It will afford a more rapid and regular means of forwarding freights to New Orleans than by the river, and tend to relieve us from serious delays of shipments South via Cairo, which have heretofore frequently been caused by a lack of river craft at that point.

There are now five lines of Ocean steamers plying regularly between New Orleans and Europe, and it is found that corn can be carried in these vessels in bulk in perfect condition throughout the year, and reach Europe with less expense and in less time than by way of the lakes and canals to New York. During the last year, we delivered at Cairo nearly four millions bushels of grain, a portion of which was reshipped upon these Ocean Steamers at New Orleans.

There are expenditures, which by the dictates of just economy should be made, commencing during the present year. It is important to build additional docks at Chicago, in order to furnish convenient ground for transfer of lumber and other freights between vessels and the road. We need to relay considerable portions of the track with steel rails, which are, in the end, far more economical than those of iron. We require new facilities at Cairo for the increased business which the Southern connection will open upon us.

It is now ten years since the shareholders have been called upon for money. During this period dividends have regularly been paid, amounting, in the aggregate, to \$22,582,407 07, and the debt has been reduced to \$8,390,500. Of the debt outstanding \$3,390,500 of the Construction Bonds, and \$2,500,000 of the Redemption Bonds will become payable April 1st, 1875. You have set apart a Trust or Sinking Fund of \$2,761,500, which, with its interest, will nearly provide for the Construction Bonds, leaving \$2,500,000 Redemption Bonds to be provided for. The residue of the debt will then consist of \$2,500,000 of Bonds payable in 1890. It will be for you to determine whether any, and, if any, what measures may be desirable to raise the means to meet all these requirements. The entire cost of the property has been \$34,061,196 56. It is now represented by a share Capital of \$25,500,000, debt, which, after deducting the existing Sinking Fund, leaves \$5,629,000, making the aggregate \$2,932,196 65 less than the actual cost of the whole.

#### GENERAL BALANCE SHEET.

Permanent expenditures.....	\$34,224,092 06
Interest & dividend account .....	\$11,617,975 77
Less avails of interest fund.....	2,278,373 40
	9,339,602 37
Net cash assets.....	614,081 10
Working stock of supplies.....	745,061 68
	\$44,923,737 21
Capital stock .....	\$25,488 890 00
Canceled bond scrip.....	16,110 00
Funded debt—	
Construction bonds due April 1, 1875, 7 per cent.....	\$3,058,500
Construction bonds due April 1, 1875, 6 per ct.	332,000
Currency Redemption Bonds due April 1, 1890 .....	2,500,000
Sterling Redempt'n B'ds due April 1, 1875.....	2,500,000
	\$8,390,500
Less Construction Bond Fund.....	2,761 500
	5,629,000 00
Bonds delivered Land Department.	13,609,500 00
Construction bond fund, applicable to the cancellation of bonds.....	185,237 21
	\$44,923,737 21

#### NET CASH ASSETS.

Cash assets, New York office.....	\$714,749 68
Less sundry coupons, etc. ....	103,558 40
	\$611,191 28
Assets Chicago office.....	\$707,147 16
Less liabilities.....	704,257 29
	2,889 87
Total amount at debit in General Balance Sheet.....	\$614,081 10
PERMANENT EXPENDITURES.	
Construction .....	\$258,448 19
Equipment.....	277,087 28
Engineering expenses.....	2,500 00
Right of way.....	75,871 07
	\$613,906 54
Add amount at debit of this account in last annual report.....	33,610,185 52
Total amount at debit in General Balance Sheet.....	\$34,224,092 06
INTEREST ACCOUNT.	
Construction bond coupons, April and October.....	\$233,930 00
Currency redemption bonds coupons, April and October.....	150,000 00
Sterling redemption bonds coupons Premium on sterling exchange to pay coupons in London.....	150,000 00
	23,439 66
	\$557,419 66
Dividend of February 1872 5 per cent.....	\$1,263,800 00
Dividend of August 1872, 5 per cent....	1,273,960 00
	2,537,760 00
	\$3,095,179 66
Less interest received during the year on \$2,630,000 Construction Bond Fund.....	131,500 00
Sundry gains in New York office.....	52,023 59
	183,523 59
	\$2,911,656 07
Add amount at debit of this account in last annual report.....	8,706,319 70
Total amount at debit in General Balance Sheet.....	\$11,617,975 77
Capital stock has been increased \$180 by the conversion of canceled bond scrip; and \$203,200 by sale of Treasury stock.	
The working stock of supplies consists of wood coal, etc., on Chicago, Northern and Iowa Divisions, \$42,844.42; materials and tools in road department, \$318,334.14; materials at shops, \$380,466.90; stationery, \$4,316.22—total, at debit in General Balance Sheet, \$745,961.68.	
The lands remaining unsold are located as follows: on Main Line—south of Ohio and Mississippi Railroad, 229,532 57 acres; between Scandoval and Decatur, 55,568.39 acres; between Decatur and Dixon 3,146.36 acres; between Dixon and Dunleith, 9,840.89 acres. On the Chicago Branch—between Odin and Tolono, 34,474 28 acres; and between Tolono and Chicago, 1,805.50 acres—total, 344,367.99 acres.	
The length of road is as follows: Main Line, Cairo to Dunleith, single track, 455.72 miles; Main Line Junction to Calumet, single track, 235.23 miles; Calumet to Chicago, double track, 14.55 miles; total in Illinois, 705.50 miles. Dubuque and Sioux City Railroad, 142.89 miles; Iowa Falls and Sioux City Railroad, 183.69 miles; Cedar Falls and Minnesota Railroad, 75.58 miles; total in Iowa, 402.16 miles. Track of Dunleith and Dubuque Bridge Company, 1.31 miles—total, 1,108.97 miles. Sidings between Cairo and Dunleith, 61.82 miles; between Main Line Junction	

and Chicago, 48.02 miles; on Dubuque and Sioux City Railroad, 12.75 miles; on Iowa Falls and Sioux City Railroad, 8.04 miles; on Cedar Falls and Minnesota Railroad, 3.06 miles—total, 133.69 miles. Total, main track and sidings, 1,242.66 miles.

During the year 4 first class engines have been purchased, making the number owned by the company at the close of the year, 197; of these 40 were employed on passenger trains, 112 on freight trains, 27 switching, etc., and 18 undergoing repairs.

The number of miles run by engines with passenger trains, was 1,470,195; with freight trains, 3,512,102; with construction trains, 87,799; switching, 818,130—total, 5,888,226, an increase, compared with the previous year, of 177,372. Cost of repairs \$500,987 12. Cost of repairs per mile run, 8.50 cents, against 8.21 cents in 1871, 10.45 cents in 1870, 11.27 in 1869, and 12.72 in 1868. The total cost per mile, including wages, fuel, oil, waste, tallow and cleaning, has been 21.76 cents, against 21.50 cents in 1871, 25.15 cents in 1870, 25.49 cents in 1869, and 27.57 cents in 1868—the total cost being \$1,283,379.98, against \$1,228,028.89 in 1871, \$1,855,465 95 in 1870, 1,381,349 88 in 1869, and \$1,266,531 96 in 1868. The cost of oil, waste and tallow per mile run, has been 0.68 cents; of fuel, 6.05 cents. Av. miles run to a pint of oil, 12.80; to a ton of coal, 33.95.

The company have 79 passenger, 7 smokers, 1 officers', 1 pay, 45 baggage, mail and express, 17 sleeping, 2,694 grain, 21 grain and stock combined, 50 Blue Line, 350 stock, 271 flat, 47 fruit, 10 Continental Line, 1,138 coal, 4 powder, 4 derrick, 3 tool and 2 tank cars and 6 large and 10 small snow plows. During the year there have been built at the shops of the company and charged to construction account, 1 first-class sleeping car, 214 box, 30 stock, 21 stock and box combined, and one coal car. The cost of repairing passenger cars has been 2.42 cents, and of freight cars 0.60 cents per mile run.

The total number of passengers carried was 1,352 156. Number carried one mile 51,779,991. Av. number of miles traveled by each passenger, 38.29. Av. fare of each passenger, \$1 30.12 Revenue received per mile of road, \$1,588 35.

Tons of freight transported 2,039,321. Tons carried one mile, 272 290,900. Tons carried one mile north, 129,384,044; do. south, 142,906,856. Tons of local freight carried one mile, 229,570,778; do., through do. 42,720,122. Av. distance each ton was carried 133.52 miles. Av. revenue per ton per mile, 2.15 cents. Revenue per mile of road, \$5,295.39.

The amount of expenditures in road department, has been: for operation, \$1,553,252 44; and for construction \$258,448 19. There were used in repairs of road, 325,709 cross ties, and 11,744.43 tons rails, of which 1,646 50 tons were steel. 5,584 bars were repaired.

President.—JOHN NEWELL.

Directors.—His Excellency, John M. Palmer, Governor of Illinois, ex Officio. Lucien Tilton, George Bliss, W. K. Ackerman, until May, 1873; W. H. Gebhard, Wilson G. Hunt, Jonathan Sturges, until May, 1874; J. Pierpont Morgan, Louis A. Von Hoffmann, John Newell, until May, 1875; William Tracy, W. H. Osborn, until May, 1876.

General Superintendent.—A. MITCHELL.

Treasurer.—W. K. ACKERMAN.

Land Commissioner.—PETER DAGGY.

Chief Engineer.—L. H. CLARK.

**Vermont and Canada Railroad.**

Messrs. William Mixter, James R. Nichols, and Francis A. Brooks, executive committee of the directors of the Vermont and Canada Railroad Company, have issued the following statement to the stockholders of the present situation of the property:

*To the Stockholders of the Vermont and Canada Railroad Company:*

The subscribers, constituting the executive committee of the directors of the Vermont and Canada Railroad Company, consider it their duty to place before you a statement of the situation of your property at the present time.

In 1849 and 1850 your railroad, then incomplete, was leased for a long term of years to the Vermont Central Railroad Company, at a stipulated rate of 8 per cent upon such sum or amounts as should be expended in the construction thereof. This rent, payable December 1, 1854, was not paid. At that time the Vermont Central Railroad was in possession of the trustees of its first mortgage bondholders, and the Vermont and Canada Railroad Company brought the suit against the Vermont Central Company and these trustees, for the recovery of the rent. The suit was contested most vigorously, and was not finally decided till 1861, when a decision in favor of the validity of the lease, and declaring the rent to be a first lien or incumbrance upon the earnings of the Vermont Central Railroad Company, was rendered by the Supreme Court of Vermont; and to give effect to this decision, the trustees of the first mortgage bonds were made receivers of the court, and ordered to pay to the Vermont and Canada Railroad Company its rents then due, and thereafter becoming due, and the same made the first charge upon the earnings of said roads in the hands of said receivers. Soon after this decision, the rents in arrears were adjusted by being funded in new capital stock of this company, and ever since this funding of the accumulated rent until the first day of December last, your rents were punctually paid by the receivers, in pursuance of the aforesaid decision of the court, the earnings of said railroads always having been more than sufficient for that purpose; but in the years 1870 and 1871 the receivers appointed to operate your railroads, not being content with the two railroads placed in their hands for management in this suit of yours for the security of your rent, had undertaken to enlarge their operations and to procure leases to themselves as receivers of two other railroads, each of which alone was of nearly equal length with the Vermont Central line originally placed in their hands by the court in your suit, these two acquisitions being the Ogdensburg and Rutland Railroads. They also engaged in buying and operating a line of propellers known as the Northern Transportation Company, and in June 1872, they had incurred a floating debt of upwards of \$2,800,000, over \$1,500,000 of which grew out of the enterprises above mentioned, undertaken by them beyond the limits of the railroad property of which they were originally put in possession for your benefit by the court. This burden became so great that in September last they failed, and their paper went to protest. A majority of the board of directors elected at your last annual meeting in October, 1872, were of the opinion that the receivers should never have been permitted to engage in these outside enterprises, which had proved a source of so great indebtedness and embarrassment. Your December rent became due, and though the earnings of the road had been larger than ever before, and though the receivers were abundantly able out of such earnings to pay the rent if disposed so to do, yet they did not hesitate to pay out the same for other purposes, and to declare that no provision would be made for your rent until their immense floating debt had been first provided for. As this floating debt had not been incurred for your benefit, and could not operate to your advantage in any way, and as its payment, if made to take precedence of your rent, would necessarily operate a postpone-

ment of all your rent payments for years to come, we were unable to perceive the reason or justice of the determination of the receivers in this respect. We therefore applied by petition to the chancellor in Vermont having jurisdiction of your suit, for a summary order upon the receivers to make payment of the December rent, pursuant to the decision establishing your right to the same out of the first earnings of the railroad property. Finding this petition was resisted, and your rights as preferred creditors for the rent under the decision of the court above mentioned was disputed and denied by the very men put in possession of the railroad property in order to carry out such decision, and also finding (as we thought) that these receivers or some of them had been so administering their trust as to derive from the railroad property in their hands very large personal gains at the expense of the railroad property itself, and believing that neither you nor the other security holders would be able to enjoy the full benefit of their rights and property so long as these receivers or some of them were allowed to control the railroad property in their own private interest, and supposing that such facts, if shown to the court, would be sufficient to depose at once these receivers and release your railroad from their grasp, we presented to the chancellor a petition for their removal. At the same time charges of mismanagement, corrupt practices and abuses were presented in a petition of the bondholders to the chancellor as ground for the removal of these receivers from their office. All these petitions came on for hearing on the 18th instant at St. Albans. The points at issue were, whether these receivers should be allowed longer to administer the trust so reposed in them, for their own personal emolument and profit, and to appropriate the earnings of the road in total disregard of the orders of the court establishing the priority of your rent claim to the same; but as it was only during the last months' rent period that they had failed and refused to comply with the order of the court in providing for your rent, we had on your account no interest to inquire into the accounts of the receivers for any period prior to said last six months.

The court listened about three days to evidence offered in support of the charges in the petitions for removal of the receivers, tending to show very large gains individually and gross abuses of their trust; and while engaged in accumulating this proof of the official malversation of said receivers, or some of them, the hearing was, on objection taken by the receivers to the evidence, stopped by the court on the ground that such further evidence would not be received unless the same were presented before masters to be appointed by the court for that purpose, and also for the purpose of taking an account of all the doing of the receivers for the past six or seven years, and ever since the last account rendered by them in court, in 1867.

The petitioners for removal very reluctantly yielded to the suggestion of the court and consented to the appointment of masters for the taking of such testimony and stating of accounts for the period of six or seven years past, and supposed that they had thereby entitled themselves to be finally heard by the court on the question of removal of said receivers. Your rent petition was then argued on its merits and heard by the court with every expectation on our part that the court would decide all the questions presented by it. After a short recess, taken for the purpose of reaching a decision (as was stated), we were informed by the court in regard to the petitions for removal, that they would not be entertained at all, and must be either withdrawn or dismissed, and in regard to your petition for rent, that the court would order an account to be taken of all the doings of the receivers for the last six or seven years for the purpose of determining whether we were entitled to the rent of the last six months, and also for the purpose of determining whether the receivers and managers had been guilty of the malfeasancess charged against them in the petitions for removal, and if so, of the amount of loss

or injury thereby resulting to the trust property, so-called, and that after such accounting, the parties would be at liberty to renew their petitions for removal, if they saw fit. It is not too much to say that these conclusions of the court constrained us to believe that it was not in your power to derive any of the expected benefits from the proceedings instituted against the receivers and managers, and under this conviction we deem it advisable to withdraw the petition for rent also. We do not wish you to suppose that after withdrawing your petitions we have any less confidence in your rights to rent as preferred creditors from the earnings of the road. We are able to assure you, and do assure you, that the court, in arriving at its conclusions in this case, expressed no opinion whatever at variance with the views entertained by us of your legal rights as preferred creditors for rent, and did not deem it necessary to form any opinions whatever on the subject; that the decision, or rather failure of decision, turned upon a question of practice merely, and studiously avoided all consideration of the merits of the controversy. Our condition therefore, remains unchanged. Your railroad property is unimpaired, and if in your hands, it has all the value it ever had. How long you may be deprived of it, or of the enjoyment of its income, we are not able to say; but we see no reason to doubt that sooner or later you will be able to possess your own, with all back rent withheld by the receivers and managers.

What then, under these circumstances, do you say is to be done? We have endeavored to rid ourselves of an incubus upon our property by alleging charges against the managers. We were told by the court (by which the managers were appointed) that the court would not entertain any such charges, or hear proof thereof, against the managers until the case should have been first referred to a master to state the account for six years, because, among other reasons, such charges were calculated to impair the financial credit of these managers, and this, after they had six months before themselves impaired their financial credit by their own acts and gone to protest on their paper.

Having full confidence in the value of your property, as established by repeated judicial decisions, we trust that at no distant day your rights in the same will be fully recognized by others, and measures will soon be taken to accomplish this result.

WILLIAM MIXTER,  
JAMES R. NICHOLS,  
FRANCIS A. BROOKS,

Executive committee of directors Vermont and Canada Railroad Company.  
Boston, March 26, 1873.

**Eric Railway Company.**

From the annual reports of this company made to the State Engineer and Surveyor for the years ending September 30, 1871 and 1872, the following comparative statement has been prepared:

	Miles.
Length of main line.....	459
Branches owned and leased.....	495
Second track and sidings.....	319½
Second track or branches.....	281
Length of track at stations.....	157½

This gives a total of 954 miles of road worked by the company, and 1,459½ miles of track. For the preceding year the company reported 914 miles of road, 241½ miles of second track, 234½ miles of side tracks, and 64½ miles of third rail.

The equipment for the past and preceding years was as follows:

	1870-'71.	1871-'72.
Locomotives.....	475	488
First class coaches.....	229	258
Second class and emigrant cars... ..	54	44
Baggage, mail and express cars... ..	71	76
Freight cars (equiv. 8-wheel).....	1,866	10,638

The construction and equipment accounts were as follows:



	1870-'71.	1871-'72.
Permanent way and structures	\$10,448,188 80	\$10,751,184 67
Equipment	9,860,437 49	11,191,472 04
Ferries	549,385 15	568,130 83
N. Y. & E. R. R. Co., and E. R. Co. and franchises	86,026,350 78	86,296,899 72

Total.....\$106,904,362 22 \$108,867,687 26

The property was represented by the following stock and debt:

	1870-'71.	1871-'72.
Capital stock	\$86,536,910	\$86,536,910
Funded debt	36,898,800	26,395,000
Floating debt	none reported	2,517,301

Total.....\$112,035,710 \$115,449,211

The earnings for the two years under review compare as follows:

	1870-'71.	1871-'72.
From passengers	\$3,972,064 70	\$3,329,346 84
" freight	12,861,999 74	14,509,745 47
" other sources	333,940 72	532,795 49

Total.....\$17,168,005 16 \$18,371,887 80

The expenses of 1871-'72 were as follows:

Transportation expenses	\$12,594,504 64
Hudson River Ferry	285,796 43
Operating telegraph	132,918 25
Rents	1,246,890 53
Mileage of foreign cars	398,830 00
Insurance	71,797 90
Miscellaneous (including \$139,451 80 for balance of interest)	167,751 37

Total.....\$14,898,489 72

Interest on mortgage debt	1,742,554 20
Dividends on preferred stock	597,583 70
Surplus	1,133,260 18

Total.....\$18,471,887 80

This shows the net earnings to have been \$3,473,395 08.

The expenses for the two years compare as follows:

1870-'71	\$15,272,601 61
1871-'72	14,898,489 72

Decrease (24 per cent).....\$374,111 89

And the net earnings are thus compared:

1870-'71	\$1,895,403 55
1871-'71	3,473,395 08

Increase (83 per cent).....\$1,577,991 53

The following will show the number of passengers and tons carried, the number carried one mile, and the number of miles run by trains:

	1870-'71.	1871-'72.
Miles run by passenger trains	8,068,701	3,314,453
Miles run by freight trains	7,511,065	9,004,051
Passenger mileage	148,242,790	156,143,351
Tonnage mileage	897,446,728	950,708,902
Passengers carried	3,509,462	3,598,988
Tons carried	4,844,208	5,564,274

The mileage of freight, and earnings therefrom for the past ten years is shown in the annexed statement:

	Tonnage Mileage.	Freight Earnings.
1862-'63	403,070,861	\$8,182,234
1863-'64	422,013,644	9,855,008
1864-'65	388,577,312	10,725,264
1865-'66	478,485,772	11,611,023
1866-'67	549,888,422	11,204,689
1867-'68	595,699,225	10,780,976
1868-'69	817,829,190	12,583,794
1869-'70	898,862,718	11,983,547
1870-'71	897,446,728	12,802,000
1871-'72	950,708,902	14,509,745

A tabular statement of the Street Railroads of the State, their Capital and Cost, Earnings and Expenses, Dividends, &c., for the fiscal year ended September 30, 1872.

### Street Railroads of Massachusetts.

(Prepared from the Annual Report of the Board of Railroad Commissioners.)

	Capital Account.			Cost of R.R. Length and of Equipment.			Traffic.		Operating Accounts.		Interest on bonds, &c.		Dividends.	
	Stocks.	Bonds.	Debits.	Total.	Equipment.	Trucks.	Car mile- age.	Passengers carried.	Earn'g. Expens.	Profits.	\$	p. c.	\$	\$
Albany Street Freight	75,000			75,000	48,703	1.12			3,407	2,357	1,050			
Boston and Chelsea	110,000			110,000	110,000	4.63			8,800	1,147	7,653		7,480	6.80
Boston and West Roxbury	41,000			41,000	56,133	1.25			2,500		2,500		2,050	5.00
Cambridge	740,900	150,000		890,900	740,900	29.19			69,681		69,681		66,681	9.00
Lowell	56,000		3,500	59,500	81,704	4.03	128,622	601,655	34,978	31,841	3,138		346	
Lynn and Boston	200,000	50,000	43,687	293,687	277,531	11.62	488,480	2,344,795	182,744	176,790	6,955		4,423	
Malden and Melrose	200,000			200,000	60,246	3.66								
Medford and Charlestown	21,000	4,000		25,000	34,600	3.46			2,240	354	1,886		360	
Merrimac Valley	50,000			50,000	63,000	5.26	122,000	498,578	37,446	27,925	9,521			
Metropolitan	1,500,000		689,390	2,089,390	2,219,747	46.29	2,438,565	17,459,102	986,041	811,657	174,384		126,603	10.00
Middlesex	400,000	184,500	158,822	743,322	608,702	16.24	607,813	4,259,904	234,306	190,809	43,497		24,000	6.00
New Bedford and Fairhaven	38,400		16,358	54,758	54,867	3.49		88,291	5,475	3,660	1,815			
Northampton and Williamsburg	300,000		6,499	306,499	300,000	3.21	19,283	74,123	7,521	7,908				
North Woburn	20,800			20,800	35,310	2.74	18,598	81,602	1,920	215	1,705			
Salem	150,000	35,900	1,800	187,700	203,735	7.85	155,689	825,324	51,253	65,076	2,257		2,257	
Somerville	98,000			98,000	98,000	4.03			5,650		5,650		5,650	5.76
South Boston	450,000			450,000	440,323	7.68	696,421	5,509,457	296,572	249,871	46,701		45,577	10.00
Springfield	50,000		7,675	57,675	65,081	3.02	69,072	382,042	24,262	22,657	1,605			
Stoneham	83,000			83,000	88,744	2.53	40,000	177,702	15,390	13,896	1,494			
Taunton	40,000		7,500	47,500	53,414	4.32	80,192	329,862	21,846	15,549	5,797			
Union	365,500	17,500	132,108	505,108	445,494		1,226,458	7,156,914	498,462	452,991	40,471		19,313	7.50
Waltham and Newton	23,524		16,316	39,850	36,974	3.11	27,000	124,101	7,792	6,804	988			
Wilmington	50,400			50,000	62,152	3.25			8,600	523	3,077		2,182	4.00
Worcester	40,000	33,000	26,968	99,968	84,853	4.37	119,253	400,707	26,171	25,722	2,407			
Total	5,043,594	474,900	1,010,628	5,477,862	6,215,270	176.29	6,287,426	40,274,169	2,522,590	2,107,753	66,494		299,485	5.98

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Central Pacific (in gold):</b>													
1867.....	88,166	61,551	60,029	81,156	95,823	121,702	174,812	181,297	200,550	212,109	128,166	76,871	1,470,668
1868.....	64,463	86,367	81,396	98,481	106,535	104,729	259,590	251,832	282,770	295,422	286,542	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	568,270	556,890	532,657	511,854	609,788	579,642	535,399	467,659	5,670,882
1870.....	413,104	488,332	633,758	738,720	729,274	783,100	807,816	787,184	828,447	777,513	583,892	467,659	7,995,116
1871.....	536,499	485,490	614,448	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	522,223	571,836	876,768	949,668	1,380,925	1,138,273	1,271,510	1,271,629	1,254,690	1,285,576	1,299,904	1,007,125	12,900,126
1873.....	862,860	691,015	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1867.....	226,153	222,241	200,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,163
1868.....	243,787	157,832	235,961	282,165	336,510	342,358	354,244	415,982	408,909	426,752	359,102	330,169	3,992,861
1869.....	276,117	275,140	267,094	279,121	303,542	354,504	404,012	558,101	486,196	505,746	409,669	361,701	4,508,643
1870.....	343,182	316,099	388,727	328,390	345,833	402,854	351,046	498,232	506,825	468,212	397,515	340,851	4,681,563
1871.....	281,109	316,037	342,897	348,030	408,686	408,686	418,709	506,681	497,510	475,608	441,197	404,264	4,849,405
1872.....	353,253	342,309	584,990	388,964	461,290	466,097	533,655	554,163	607,617	473,227	455,607	377,687	5,279,910
1873.....	371,708	332,902	373,217	379,879	409,254	419,196	488,362	559,882	497,261	540,755	431,815	362,004	5,156,326
1874.....	352,568	402,477	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1867.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	478,186	551,122	435,495	407,688	2,811,544
1868.....	273,870	317,839	390,356	421,283	466,830	565,145	480,710	519,306	669,606	729,759	716,378	563,400	6,114,566
1869.....	541,005	482,164	499,290	468,258	585,623	747,942	702,091	787,508	946,707	932,683	754,871	547,842	7,776,490
1870.....	623,566	599,017	525,545	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1871.....	690,147	674,664	765,398	774,230	896,712	893,658	888,214	1,038,237	1,448,942	1,541,057	1,211,530	679,900	11,632,739
1872.....	724,890	807,478	850,192	1,094,957	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1873.....	820,287	830,287	1,142,106	1,112,190	1,238,444	1,261,951	1,157,056	1,037,974	1,306,673	1,371,780	1,140,145	845,708	13,555,467
1874.....	892,093	758,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,300,338	1,037,964	773,491	12,503,403
1875.....	705,025	602,482	774,934	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,313	1,008,235	852,422	11,008,277
1876.....	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
<b>Cleveland, Col., Cin. and Indianapolis:</b>													
1867.....	242,206	236,100	242,509	256,435	193,950	203,696	218,347	271,425	287,451	293,296	292,799	230,061	2,918,342
1868.....	240,112	180,840	239,522	247,061	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,995
1869.....	226,897	244,182	244,182	244,046	290,169	274,021	249,355	319,012	317,887	339,239	319,573	234,156	3,776,719
1870.....	270,204	273,751	265,149	296,480	281,491	288,775	314,850	360,739	374,671	338,728	340,625	317,773	3,765,343
1871.....	327,538	318,627	334,768	366,960	378,493	326,434	330,970	404,286	419,439	428,598	336,314	337,404	4,380,129
1872.....	358,612	408,349	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Erie:</b>													
1867.....	1,055,469	971,193	1,301,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,051	1,485,454	1,417,211	17,598,327
1868.....	1,332,994	1,294,076	1,400,174	1,548,813	1,775,324	1,483,961	1,560,023	1,626,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1869.....	1,316,831	1,329,422	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Illinois Central:</b>													
1867.....	647,130	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	534,165	444,448	518,900	572,551	626,349	549,714	794,325	889,967	931,530	885,041	681,041	7,817,629
1869.....	659,128	624,693	709,645	568,282	640,975	778,261	696,228	841,363	970,401	914,406	811,413	696,677	8,823,482
1870.....	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	624,744	529,617	658,598	620,228	713,162	718,722	707,992	836,041	890,287	758,184	756,436	688,131	8,401,142
1872.....	637,436	531,627	573,393	559,871	648,958	659,393	609,846	735,265	744,782	851,993	696,475	693,083	8,946,754
1873.....	587,499	562,949	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Kansas Pacific:</b>													
1867.....	123,673	152,204	207,411	303,915	306,944	296,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1868.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	228,240	3,093,183
1869.....	150,567	194,786	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Lake Shore and Michigan Southern:</b>													
1867.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1868.....	1,276,150	1,251,511	1,470,048	1,521,518	1,474,407	1,311,110	1,204,443	1,440,873	1,567,869	1,824,882	1,525,812	1,433,931	17,322,614
1869.....	1,412,368	1,549,285	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Marietta and Cincinnati:</b>													
1867.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1868.....	98,517	91,668	108,568	109,526	111,033	118,648	114,496	129,388	140,473	132,569	131,019	109,629	1,390,822
1869.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1870.....	130,883	126,224	140,740	118,173	119,560	115,115	117,572	137,341	166,191	175,438	172,587	169,920	1,690,714
1871.....	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,193	2,029,927
1872.....	170,023	162,585	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Michigan Central:</b>													
1867.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1868.....	387,992	329,128	384,431	412,030	404,283	363,187	326,891	378,880	487,990	511,447	453,873	387,927	4,755,953
1869.....	418,755	442,065	486,980	470,703	480,547	427,096	422,015	529,890	628,600	582,802	577,434	507,050	5,940,102
1870.....	505,586	484,022	558,533	607,678	593,611	505,314	505,808	580,908	667,249	785,338	616,024	576,783	6,988,479
1871.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Milwaukee and St. Paul:</b>													
1867.....	369,223	321,208	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	566,917	468,880	6,517,616
1868.....	454,590	330,400	420,951	460,288	630,644	678,923	586,613	525,547	724,732	1,040,102	801,195	496,565	7,250,069
1869.....	396,171	382,823	377,571	443,132	739,700	756,737	696,434	661,020	898,318	968,313	791,014	629,758	7,420,421
1870.....	396,760	327,431	400,149	483,834	662,368	658,017	481,113	505,557	815,346	841,150	644,625	473,295	6,690,695
1871.....	460,985	387,526	426,192	474,188	580,432	594,769	498,348	565,729	811,961	950,495	702,838	613,787	6,957,739
1872.....	334,715	423,716	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Pacific of Missouri:</b>													
1867.....	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1868.....	202,447	294,874	289,550	283,221	263,328	290,449	343,196	363,677	341,373	321,659	238,108	343,930	3,438,930
1869.....	212,005	219,504	319,765	286,416	284,732	275,351	287,540	329,270	364,128	369,887	386,103	299,652	3,630,696
1870.....	254,319	238,823	308,594	305,755	289,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1871.....	227,897	261,346	.....	.....	.....								



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

## PASSENGER RAILROAD BONDS.

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.	Dividends on paid Capital.	Par.	Paid.
m.	No.	No.	No.				\$	\$	\$	\$	P. c.	\$	\$
Sept. 30, '71	7.25	102	10	Albany.....N.Y.	157,800	111,400	40,000		63,640	16,440	10	100	
Sept. 30, '71	1.04			Albany st. Freight (B'ton).Mass.	48,700	75,000		155	2,856	657	100	100	
Oct. 31, '71	7.25	12		Allentown.....Pa.	31,462	192,750			10,801	2,985	100	100	
Sept. 30, '71	11.93			Avenue C (N. Y. City).....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	100	100	
Sept. 30, '71	22.00	440	56	Black. st. & F.F. (N.Y.C.) N.Y.	1,775,049	900,000	694,000	11,282	302,398	69,420	100	100	
Sept. 30, '71	1.25			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,359	6.5	100	100
Sept. 30, '71	1.25			Boston & West Roxbury.Mass.	56,133	41,000			2,500	2,348	100	100	100
Sept. 30, '71	10.76	276	52	Broadway (Brooklyn).....N. Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100
Sept. 30, '71	10.33	776	109	B'way & 7th Av. (N.Y.C.) N.Y.	3,632,053	2,100,000	1,000,000	13,560	775,190	235,915	3	100	100
Sept. 30, '71	7.00		28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000		41,166	8,501	100	100	100
Sept. 30, '71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100
Sept. 30, '71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,737	34,200	100	100	100
Sept. 30, '71	19.83			B'klyn. City, Han. P. & P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	100	100	100
Sept. 30, '71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,267	183,932	23,518	100	100	100
Sept. 30, '71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	100	100	100
Sept. 30, '71	33.51			Cambridge (Boston).....Mass.	740,904	740,000	150,000		69,091	69,091	13.5	100	100
Sept. 30, '71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000		19,524	7,475	20.0	100	100
Sept. 30, '71	46.00	802	142	Cent. P., N. & E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	626,000	83,746	590,245	131,3	100	100	100
Oct. 31, '71	7.25	352	45	Citizens' (Phila.).....Pa.	212,820	192,750			313,002	94,494	27.7	50	194
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	10,987	22.0	50	46
Sept. 30, '71	14.83	222	21	Coney Island (Brooklyn).....N.Y.	647,363	500,000	215,000	49,593	190,178	14,687	100	100	100
Sept. 30, '71	10.36	834	116	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	937,943	1,200,000	700,000		608,241	179,551	100	100	100
Sept. 30, '71	11.75	8	16	East New York & Jamaica.N.Y.	259,608	175,800	82,700	1,632	26,554	5,490	100	100	100
Sept. 30, '71	1.63	13	3	Easton and S. Easton.....Pa.	25,992	29,562			9,757	2,655	5	25	25
Oct. 31, '71	18.00	877	169	Eighth Avenue (N.Y. City) N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	184,662	12	100	100
Oct. 31, '71	5.25			Elmira and Horseheads.....N.Y.	43,000	22,500		3,200	(Not in opera.)		100	100	100
Oct. 31, '71	2.20	20	6	Errie City.....Pa.	36,957	19,807	20,458		14,371	3,268	50	42	
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Pbg.) Pa.	93,000	68,300	25,000		41,167	7,504	25	25	
Sept. 30, '71	2.70			Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	100	100	100
Sept. 30, '71	9.63			42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,054,679	748,000	215,000		362,619	97,998	6.5	100	100
Oct. 31, '71	17.04	366	52	Frankford & Southwark (Ph.) Pa.	830,364	491,750	227,000	80,000	335,899	92,969	6	50	51
Sept. 30, '71	3.25	22	5	Genesee & Water st. (Syr.) N.Y.	69,928	42,500	12,700		13,924	2,226	100	100	100
Oct. 31, '71	34.25	366	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		363,586	88,100	19.5	50	301
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000			217,573	55,592	17.6	50	17
Sept. 30, '71	9.00	93	16	Gr'd st. & Newtown (B'k'n) N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	100	100	100
Sept. 30, '71	8.00			Gr'd St. Prop. Pl. & Flatb. N.Y.	400,000	200,000	200,000	14,000	(Not in opera.)		100	100	100
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.) Pa.	244,441	100,000	150,000		172,537	44,368	26.7	50	50
Oct. 31, '71	2.14	1	3	Harrisburg City.....Pa.	60,249	41,995	12,804	1,240	6,489	567	25	25	
Sept. 30, '71	10.00	120	24	Harlem Br. Morr. & F'dham. N.Y.	284,295	123,540	137,000		85,554	27,669	13.5	50	
Oct. 31, '71	20.40	362	61	Hest., Mant. & F'mount (Ph.) Pa.	388,016	299,424	133,100		310,958	105,646	13.5	50	19
Sept. 30, '71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000			22,809	5,424	3.7	100	100
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.) Pa.	170,181	105,000	62,500		95,950	28,513	11.9	55	104
Sept. 30, '71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830		4,500	32,185	2,182	100	100	100
Sept. 30, '71	11.62	233	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	100	100	100
Sept. 30, '71	3.60			Malden and Melrose (B'tn). Mass.	60,246	200,000					100	100	100
Sept. 30, '71	1.07			Marginal Freight (Boston). Mass.	1,040,556	500,000	500,000	36,328	2,400	1,923	100	100	100
Sept. 30, '71	3.46			Medford & Charlestown (B'tn). Mass.	34,600	21,000	4,000		32,262		100	100	100
Sept. 30, '71	8.27	45	15	Merrimack Valley.....Mass.	63,000	50,000			905,068	153,192	10	100	58
Sept. 30, '71	43.10	958	328	Metropolitan (Boston).....Mass.	1,705,569	1,250,000	455,566		222,408	42,125	3	100	784
Sept. 30, '71	15.00	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,600	101,291	7,573	3,847	10	100	100
Sept. 30, '71	1.75			Mohawk and Lion.....N.Y.	15,000	15,000			117,331	5,677	100	100	100
Sept. 30, '71	12.20	177	53	Ninth Avenue (N. Y. City) N.Y.	1,000,000	797,320	167,000		1,787	293	100	100	100
Sept. 30, '71	3.20	14	4	Northampton & W'mburg. Mass.	900,000	300,000		5,059	41,951	5,951	100	100	100
Sept. 30, '71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	133,000		15,350	1,920	1,920	100	100	100
Sept. 30, '71	2.74	7	1	North Woburn (Boston).....Mass.	82,600	20,800	8,000		49,098	708	50	60	
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.) N.Y.	121,805	130,000	67,000	5,275	195,357	37,874	100	100	100
Dec. 31, '71	11.71	172	33	Orange and Newark.....N.J.	897,022	282,550	548,000	76,700	30,051	898	100	100	100
Sept. 30, '71	14.40	102	27	Park Avenue (Brooklyn).....N.Y.	281,263	115,000	188,000				100	100	100
Dec. 31, '71	3.31			Passenger (Cin.).....O.	100,000	100,000			33,703	6,601	2.5	100	100
Oct. 31, '71	9.56	42	12	Peoples' street (Syracuse).....Pa.	138,250	125,000			346,982	85,193	23.5	50	15
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.) Pa.	450,237	225,000	200,000	25,237	(Leased)		4.0	50	20
Oct. 31, '71	6.04			Philadelphia and Darby.....Pa.	257,000	200,000	57,000		120,305	30,713	8.9	50	32
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry. Pa.	299,127	290,175	6,500		339,377	34,705	28.5	50	35
Oct. 31, '71	6.00	100	17	Pbg. Allegheny & Manchester. Pa.	146,202	140,000	23,000		84,896	3,636	50	50	
Oct. 31, '71	6.88	92	16	Pittsburg & Birmingham. Pa.	135,913	100,000	19,600	57,254	45,007	12,809	100	100	100
Dec. 31, '71	6.88	92	16	Portland.....Me.	100,300	160,300		600			100	100	100
Sept. 30, '71	2.56			Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	100	100	100
Oct. 31, '71	8.06	55	14	Ridge Av. & Manayunk (Ph.) Pa.	223,615	165,101	63,300	6,930	45,834	36,700	50	15	43
Oct. 31, '71	10.00			Rochester and Brighton.....N.Y.	94,153	60,000	20,000		67,140	17,102	100	100	100
Sept. 30, '71	7.86	52	32	Salem.....Mass.	203,733	150,000	35,900	3,					



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. ....	43,280,000	J. & J.	Jan. '73 34	Long Island. ....	50	M. & S.	Sept. '72 2	Vermont and Mass. ....	100	M. & N.	Nov. '72 3
Allegheny Valley ....	2,246,350	J. & J.	July '71 4	Louisv., Cin. and Lex. ....	50	J. & J.	July '69 3	Warren (N. J.) ....	100	J. & D.	Dec. '71 24
Atlanta and West Point. ....	1,232,200	J. & J.	July '71 4	..... pref. ....	100	J. & J.	July '72 4	Warwick Valley. ....	100	A. & O.	Apr. '72 24
Atlantic and Gulf ....	3,693,200	J. & J.	July '71 34	Louisville & Nashville. ....	100	F. & A.	Feb. '73 3	West Jersey. ....	100	F. & A.	Feb. '73 4
..... pref. ....	838,976	J. & J.	July '71 34	Louisv., N. Alb. & Chi. ....	100	J. & D.	Dec. '70 3	Winchester & Potomac. ....	100	J. & J.	Jan. '73 3
Atlantic and St. Law. ....	39,944,900	M. & S.	Mar. '73 2	Lowell and Lawrence. ....	100	A. & O.	Apr. '72 3	Winchester & Strasburg. ....	100	J. & J.	July '72 34
..... new 1870. ....	1,500,000	.....	.....	Lykens Valley. ....	20	F.M.A.N.	Feb. '73 24	Worcester and Nashua. ....	75	J. & J.	Jan. '73 45
Avon, Genesee & Mt. M. ....	194,250	A. & O.	Oct. '72 14	Macon and Western. ....	100	J. & J.	Jan. '73 5				
Baltimore and Ohio. ....	13,151,962	M. & N.	Nov. '72 5	Maine Central. ....	100	.....	.....				
Washington Br. ....	1,650,000	A. & O.	Oct. '72 5	Manchester and Law. ....	100	M. & N.	Nov. '72 5				
Parkersburg Br. pref. ....	5,980,686	J. & J.	Apr. '73 14	Marletta & Cincinnati. ....	50	.....	.....				
.....	600,000	J. & J.	Dec. '72 3	..... 1st pref. ....	50	M. & S.	Sep. '66 3				
Rockville & Corning. ....	250,000	J. & D.	Dec. '72 3	..... 2d pref. ....	50	M. & S.	Sep. '66 3				
Boston and Albany. ....	19,934,100	M. & N.	Nov. '72 5	Massachusetts. ....	100	F. & A.	Feb. '73 3				
Bos., Cin. & Fitchburg. ....	638,200	.....	.....	Memphis & Charleston. ....	25	J. & D.	Jan. '69 3				
Agricultural Br. guar. ....	60,000	J. & D.	Dec. '72 3	Michigan Central. ....	100	J. & J.	Jan. '73 4				
Bost., Que. & Mont. ....	800,000	M. & N.	Nov. '72 3	Mill Creek & Minehl. ....	50	J. & J.	July '72 5				
Boston and Lowell. ....	2,852,970	J. & J.	Jan. '73 4	Milwaukee and St. Paul. ....	100	J. & J.	Dec. '70 7				
Boston and Maine. ....	6,816,807	M. & N.	Nov. '72 5	..... pref. ....	100	F. & A.	Feb. '73 34				
Boston and Providence. ....	3,350,000	M. & N.	Nov. '72 5	M. Hill & Schuyl. Hav. ....	50	J. & J.	Jan. '73 4				
Buffalo, N. Y. and Erie. ....	500,000	F. & A.	Feb. '73 34	Morris and Essex. ....	50	J. & D.	Dec. '72 34				
Burlington and Mo. Riv. ....	5,363,000	M. & S.	Mar. '73 5	Nashua and Lowell. ....	100	M. & N.	Nov. '72 5				
..... pref. ....	1,485,900	M. & S.	Mar. '73 5	Naugatuck. ....	100	F. & A.	Aug. '72 54				
Camden and Amboy. ....	5,847,800	J. & J.	Apr. '73 24	Nesquehoning Valley. ....	50	M. & S.	Sep. '72 5				
Camden and Atlantic. ....	379,000	.....	.....	Newark and N. York. ....	100	J. & J.	Jan. '72 34				
..... pref. ....	752,700	.....	.....	N. Bedford & Taunton. ....	100	M. & N.	Nov. '72 5				
Cape Cod. ....	1,020,330	J. & J.	Jan. '72 24	N. Castle & Beaver Val. ....	50	1,800,000	J. & J.	Aug. '69 12			
Cape May and Millville. ....	447,000	J. & D.	Dec. '72 3	N. Haven & Northamp. ....	100	600,000	J. & J.	Aug. '72 3			
Catawba and Foggolav. ....	425,900	.....	.....	New Jersey. ....	100	7,295,200	J. & J.	Apr. '73 24			
Catawba. ....	1,119,800	.....	.....	New London Northern. ....	100	1,418,800	J. & J.	Jan. '73 5			
..... pref. ....	2,200,000	M. & N.	Nov. '72 34	N. Y. Cen. & Hudson R. ....	100	89,423,330	A. & O.	Apr. '73 4			
Chesapeake and Susq. ....	599,111	J. & J.	Jan. '73 5	New York and Harlem. ....	100	8,600,000	J. & J.	Jan. '73 4			
Cedar Rapids & Mo. R. ....	6,850,400	M. & N.	Nov. '72 14	..... pref. ....	100	1,500,000	J. & J.	Jan. '73 5			
..... pref. ....	709,600	F. & A.	Feb. '73 34	N. Y., N. H. & Harf. ....	100	15,500,000	J. & J.	Jan. '73 5			
Central of Georgia. ....	4,666,800	J. & J.	Jan. '73 5	N. Y. Provid. & Onton. ....	100	2,000,000	J. & J.	Apr. '73 24			
Central of New Jersey. ....	20,000,000	J. & J.	Jan. '73 24	Nig. Bridge & Cat. ....	100	1,000,000	J. & J.	July '72 3			
Central Ohio. ....	2,425,000	J. & D.	Dec. '72 3	North Carolina. ....	100	4,000,000	irregular.	Jan. '73 3			
..... pref. ....	400,000	J. & D.	Dec. '72 3	N. Eastern (N. C.) pref. ....	100	111,000	M. & N.	May '67 4			
Chemung. ....	880,000	J. & J.	Oct. '72 14	North Pennsylvania. ....	50	3,150,150	January.	Jan. '72 5			
Cheshire, preferred. ....	2,100,000	J. & J.	Jan. '73 3	Northern Central. ....	50	5,000,000	M. & N.	Nov. '72 3			
Chicago and Alton. ....	8,929,900	M. & S.	Mar. '73 5	N. rhern N. Hamp. ....	100	3,068,400	J. & D.	Dec. '72 4			
..... pref. ....	2,425,400	M. & S.	Mar. '73 5	Northern New Jersey. ....	100	1,000,000	J. & J.	Jan. '72 4			
Chicago, Burl. & Quincy. ....	18,652,410	M. & S.	Mar. '73 5	Norwich & Worcester. ....	100	2,821,400	J. & J.	Jan. '73 5			
Chicago, Iowa & Nebras. ....	3,913,300	J. & J.	Jan. '73 4	Ogdensb. & L. Champ. ....	100	3,077,800	J. & J.	Jan. '73 3			
Chicago & N. Western. ....	10,533,480	J. & D.	Dec. '72 34	..... pref. ....	100	2,000,000	A. & O.	Apr. '73 4			
..... pref. ....	10,259,668	J. & D.	Dec. '72 34	Ohio and Mississippi. ....	100	19,995,847	J. & J.	Apr. '73 4			
Chicago, R. I. & Pacific. ....	19,000,000	A. & O.	Apr. '73 4	..... pref. ....	100	4,024,474	J. & J.	June '72 34			
Cin. Ham. & Dayton. ....	3,600,000	A. & O.	Oct. '72 4	Oil Cr. & Allegheny R. ....	50	4,258,450	J. & J.	Jan. '73 3			
Cin. Ind. and Cleve. ....	2,980,550	.....	.....	Old Colony & Newport. ....	100	6,297,900	F. & J.	Jan. '73 34			
..... pref. ....	429,000	M. & N.	Nov. '72 3	Oswego and Syracuse. ....	100	482,400	F. & A.	Feb. '73 4			
Clev., Col. Cin. & Ind. ....	13,914,000	F. & A.	Feb. '73 34	Pacific of Missouri. ....	100	3,635,750	.....	Apr. '73 14			
Cleveland & Mahoning. ....	2,057,500	F. & A.	Nov. '72 34	..... pref. ....	100	7,000,000	J. & J.	Apr. '73 4			
Cleveland & Pittsburg. ....	11,236,150	F.M.A.N.	Feb. '73 24	Paterson and Hudson. ....	100	636,000	J. & J.	Jan. '73 4			
Col. Chic. & Ind. Cen. ....	13,000,000	.....	.....	Paterson and Newar. ....	100	500,000	J. & J.	Jan. '73 4			
Columbus and Xenia. ....	1,788,800	M. J. S. D.	Dec. '72 2	Paterson and Ramap. ....	100	543,000	J. & J.	Jan. '73 4			
Colum. & Hocking Val. ....	2,500,000	F. & A.	Aug. '72 5	Pemb. & Hightstown. ....	100	342,150	J. & J.	Jan. '71 3			
Concord. ....	1,500,000	M. & N.	Nov. '72 5	Pennsylvania. ....	100	72,000,000	M. & N.	Nov. '72 5			
Concord and Port. ....	350,000	J. & J.	Jan. '73 24	Peoria & Bureau Val. ....	100	1,200,000	F. & A.	Feb. '73 4			
Conn. & P. and N. Riv. ....	2,100,000	F. & A.	Feb. '73 3	Philadelphia and Erie. ....	50	6,004,300	J. & J.	Jan. '73 4			
Connecticut Riv. ....	1,850,000	J. & J.	Jan. '73 5	..... pref. ....	50	6,004,300	J. & J.	Jan. '73 4			
Cooperstown and Susq. ....	807,888	.....	.....	Phil. Ger. & Norristown. ....	50	1,626,250	M. J. S. D.	Mar. '73 3			
Cumberland Valley. ....	1,494,250	A. & O.	Oct. '72 4	Philadelphia & Reading. ....	50	32,684,375	J. & J.	Jan. '73 5			
Danbury and Newt. ....	400,000	M. J. S. D.	Dec. '71 4	..... pref. ....	50	1,651,800	J. & J.	Jan. '73 5			
Delaware. ....	1,230,941	J. & J.	Jan. '73 3	Phila. and Trenton. ....	100	1,259,100	J. & J.	Apr. '73 24			
Del., Lackaw. & West. ....	18,888,850	J. & J.	July '72 24	Phila., Wil. & Balt. ....	50	11,485,750	J. & J.	Jan. '73 4			
Detroit & Milwaukee. ....	822,140	J. & J.	July '72 24	Pittsb. Ft. W. & Chi. ....	100	10,714,285	J. & J.	Jan. '73 14			
..... pref. ....	2,095,000	J. & J.	Dec. '69 7	..... Special Imp. ....	100	2,000,000	J. & J.	Jan. '73 14			
Dubuque & Sioux City. ....	5,000,000	J. & J.	Oct. '72 3	Pittsfield & N. Adams. ....	100	41,000	J. & J.	Jan. '73 14			
Dust Pennsylvania. ....	1,309,200	J. & J.	Jan. '73 4	Port and and Komebec. ....	100	616,700	J. & J.	Jan. '73 14			
East Mahoning. ....	392,950	J. & J.	Jan. '73 4	Yarmouth certificates. ....	100	202,400	A. & O.	Apr. '72 3			
Eastern (N. H.) ....	4,282,600	J. & J.	Jan. '72 3	Port., Saco & Portam. ....	100	1,500,000	J. & J.	Jan. '73 5			
Eastern (N. H.) ....	4,282,600	J. & J.	Jan. '72 3	Providence & Worcester. ....	100	2,000,000	J. & J.	Jan. '73 5			
Elmira, Jof. & Canad. ....	800,000	F. & A.	Feb. '73 24	Raleigh and Gaston. ....	100	1,500,000	J. & J.	July '71 6			
Elmira & Williamsport. ....	500,000	M. & N.	Nov. '72 34	Rensselaer & Saratoga. ....	100	6,000,000	J. & J.	Jan. '73 4			
..... pref. ....	500,000	J. & J.	Jan. '73 34	Roch. & Genesee Val. ....	110	557,800	.....	.....			
Erie Railway. ....	8,000,000	.....	.....	Rome, Watert. and Ogd. ....	100	2,998,900	J. & J.	Feb. '73 5			
..... pref. ....	8,534,910	.....	.....	Rutland. ....	100	2,700,000	J. & J.	Feb. '73 5			
Erie and Pittsburgh. ....	1,090,250	M. J. S. D.	Dec. '72 14	..... pref. ....	100	4,300,000	F. & A.	Feb. '73 34			
Fitchburg. ....	4,000,000	J. & J.	Jan. '73 4	St. Croix and Penobscot. ....	100	100,000	J. & J.	July '71 2			
Georgia. ....	4,158,000	J. & J.	July '72 4	St. L., Alt. & T. Haute. ....	100	2,300,000	.....	.....			
Grand River Val. ....	1,000,000	.....	.....	..... pref. ....	100	2,040,000	.....	.....			
Grand Trunk (Can.) ....	14,387,946	.....	.....	St. Louis and Iron Mt. ....	100	10,000,000	F. & A.	May '68 7			
Great Western (Can.) ....	19,237,404	A. & O.	Oct. '72 34	St. L., Kan. C. & North. ....	100	12,000,000	.....	.....			
Hanatic & St. Joseph. ....	4,151,700	F. & A.	Aug. '70 34	..... pref. ....	100	12,000,000	.....	.....			
..... pref. ....	5,078,224	Annual	Aug. '70 7	Saratoga and Schenec. ....	100	300,000	A. & O.	Oct. '72 34			
Hanover Branch (I. N.) ....	116,850	M. & N.	Nov. '72 5	Schuylkill Valley. ....	50	676,050	J. & J.	July '72 24			
Harlem Extension. ....	4,000,000	.....	.....	Seaboard and Roaroke. ....	100	1,151,400	M. & N.	Nov. '70			
Harrisburg & Lancaster. ....	1,182,500	J. & J.	Jan. '73 34	Shamokin V. & Potomac. ....	100	369,450	F. & A.	Feb. '73 3			
Houston, pref. ....	1,100,000	J. & J.	Jan. '73 4	Shore Line. ....	100	995,800	J. & J.	Jan. '72 54			
Huntingdon & Bd Top. ....	880,000	.....	.....	South Branch (N. J.) ....	100	438,300	J. & J.	Jan. '72 5			
..... pref. ....	450,750	J. & J.	July '68 34	South Carolina. ....	100	5,919,275	F. & A.	Feb. '72 1			
Illinois Central. ....	26,280,510	F. & A.	Feb. '73 5	South Western (Ga.) ....	100	2,939,900	F. & A.	Feb. '72 4			
Indianapolis, Cin. & Laf. ....	7,685,490	M. & S.	Sept. '67 4	Staten Island. ....	100	600,000	J. & J.	July '67 4			
Iowa Falls & Sioux City. ....	4,025,000	.....	.....	Stockbridge and Pitts. ....	100	445,700	J. & J.	Jan. '72 54			
Jefferson, Mad. & Ind. ....	2,000,000	J. & J.	Jan. '66 5	Stony Brook. ....	100	287,800	M. & N.	May '72 3			
Joliet and Chicago. ....	1,500,000	J. & J.	Oct. '72 4	Summit Branch. ....	50	2,502,250	F. & A.	Feb. '73 3			
Joliet & North Indiana. ....	300,000	J. & J.	Feb. '72 4	Sussex (N. J.) ....	100	317,870	J. & J.	Jan. '72 24			
Lake Shore & Mich. So. ....	49,446,500	F. & A.	Feb. '73 5	Syr., Bingham. & N. Y. ....	100	1,670,189	J. & J.	Sept. '72 4			
..... (guar.) ....	633,500	F. & A.	Feb. '73 5	Taunton Branch. ....	100	500,000	J. & J.	Jan. '73 4			
Lawrence. ....	287,200	J. & J.	Jan. '72 3	Terre Haute & Indiana. ....	100	1,988,150	J. & J.	Jan. '71 6			
Leeds and Farmington. ....	600,000	J. & J.	Jan. '72 3	Tol., Peo. & War. pref. ....	100	1,770,000	.....	.....			
Lehigh & Susquehanna. ....	8,739,800	M. & N.	May '67 5	Tol., Wat. & West. pref. ....	100	1,000,000	M. & N.	Nov. '72 34			



## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.
<b>National Securities Mar. 1, 1873.</b>						<b>Massachusetts—(\$30,712,882):</b>					
Loan of June 14, 1868.....registered	\$6,045,000	5	Jan. & July.	1874	110	.. State (public works) scrip, '72.....	705,000	5	Various.	'72-'80	....
Loan of February 8, 1861.....coupon	13,955,000	5	"	1874	110	.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
Loan of February 8, 1861.....registered	13,754,000	5	Jan. & July.	1880	117	.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. coupon	4,661,000	6	"	1880	119	.. Union Fund Loan, 1862.....	600,000	5	"	'77-'78	....
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	109	.. Coast Defense Loan, 1863.....	888,000	5	"	1883	99
Loan of July 17, and Aug. 5, 1861.....registered	125,508,050	6	Jan. & July.	1881	117	.. Bounty Loan, 1864.....	4,379,580	5	May & Nov.	1894	100
.. coupon	63,813,300	6	"	1881	119	.. Bounty Loan, 1864, £282,600 stg.....	4,000,744	5	"	1894	....
Loan of Feb. 25, 1862 (5-20s).....registered	31,442,700	6	May & Nov.	1882	117	.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. coupon	234,518,600	6	"	1882	117	.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
Loan of March 3, 1863.....registered	53,480,450	6	Jan. & July.	1881	117	.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	"	'90-'95	....
.. coupon	21,519,550	6	"	1881	119	.. Loan (B. H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Loan of March 3, 1864 (5-20s).....registered	2,296,000	6	May & Nov.	1884	117	<b>Michigan—(\$2,332,293):</b>					
Loan of June 30, 1864 (5-20s).....coupon	35,144,550	6	May & Nov.	1884	117	.. Canal Bonds, 1869.....	81,000	6	Jan. & July.	1879	....
.. coupon	34,916,700	6	"	1884	116	.. \$2,000,000 Loan Bonds, 1863.....	445,000	6	"	1873	....
Loan of March 3, 1865 (5-20s).....registered	36,734,850	6	May & Nov.	1885	116	.. \$2,000,000 Loan Bonds, 1863.....	431,000	6	"	1878	96
.. coupon	119,214,950	6	"	1885	118	.. \$2,000,000 Loan Bonds, 1863.....	718,000	6	"	1883	....
.. 2d series (5-20s).....registered	59,033,350	6	Jan. & July.	1885	115	.. Renewal Bonds, 1-68.....	463,000	7	May & Nov.	1890	....
.. coupon	149,757,250	6	"	1885	116	.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
.. 3d series (5-20s).....registered	90,984,350	6	Jan. & July.	1887	116	<b>Minnesota—(\$350,000):</b>					
.. coupon	224,877,450	6	"	1887	117	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872	....
.. 4th series (5-20s).....registered	14,147,000	6	Jan. & July.	1888	116	.. State Building Bonds, 1867-'68 and '69...	250,000	7	Jan. & July.	'77-'79	....
.. coupon	24,489,600	6	"	1888	116	.. Railroad Bonds (suspended) 1858.....	2,275,000	...	June & Dec.	1883	....
Loan of March 3, 1864, (10-40s).....registered	139,917,350	5	Mar. & Sept.	1904	111	<b>Missouri—(\$17,669,000):</b>					
.. coupon	54,659,950	5	"	1904	112	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	98
Consols of July 14, '70 & Jan. 20, '71 registered	128,685,450	5	F. M. A. & N.	1881	117	.. Railroad Loans Bonds, 1854-'66.....	1,589,000	6	"	'87-'88	....
.. coupon	71,314,550	5	"	1881	116	.. S. W. Br. of Pacific R. R. bonds, guar...	14,496,000	7	"	'74-'90	97
Consols .. .. registered	...	4	F. M. A. & N.	1886	....	.. State Bonds, funding, 1867-'68.....	2,727,000	6	"	'76-'91	....
.. coupon	...	4	"	1886	....	<b>Nevada—(\$660,000):</b>					
Consols .. .. registered	...	4	F. M. A. & N.	1901	....	.. State Bonds, for floating debt.....	660,000	10	Mar. & Sept.	'72-'87	....
.. coupon	...	4	"	1901	....	<b>New Hampshire—(\$2,405,400):</b>					
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)	1,310,000	3	Dem.	....	....	.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Irred.	....	....	.. War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	'84-'86	98
Certificates of Indebtedness 1870.....(cur.)	678,000	4	1875	....	....	.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	99
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'96-'99	114	<b>New Jersey—(\$2,896,200):</b>					
U. S. Notes and Fractional Currency.....	401,876,409	nil	....	....	....	.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	103
<b>State Securities, latest dates.</b>						.. War Loan Bonds, 1863, tax free.....	1,002,000	6	"	'86-'90	....
<b>Alabama—(\$15,42,000):</b>						.. War Loan Bonds, 1864, tax free.....	584,400	6	"	'97-'02	....
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	59	<b>New York—(\$38,121,600):</b>					
.. Bonds (new), '86, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83	.. General Fund Stock.....	900,000	5	J. A. J. & O.	1875	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	"	'90-'91	....	.. General Fund Stock.....	800,000	6	"	1878	....
.. Railroad Bonds endorsed, 1870 and '71...	13,500,000	8	"	'90-'91	....	.. General Fund Stock.....	548,107	6	"	pleas.	....
<b>Arkansas—(\$0,000,000):</b>						.. General Fund Stock.....	1,180,780	6	"	pleas.	....
.. Funded Bonds, 1869 and '70.....	2,850,000	6	Jan. & July.	'89-'90	59	.. Canal Stock.....	1,106,420	5	"	1874	....
.. Levee Bonds, 1871.....	2,185,000	7	"	1901	....	.. Canal Stock.....	7,408,000	6	"	'72-'78	105
.. Deficiency Bonds, 1872.....	300,000	7	"	1882	....	.. Canal Stock.....	2,572,000	6	"	'74-'76	106
.. Railroad Aid Bonds, 1869 '70 and '71...	5,465,000	7	April & Oct.	'89-'91	....	.. Canal Stock.....	880,000	6	"	1877	....
<b>California—(\$3,31,500):</b>						.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	109
.. Civil Bonds 1867 and '60.....	2,108,000	7	Jan. & July.	'77-'80	....	.. Bounty Loan Bonds, 1867, coupon.....	1,372,000	...	"	1877	107
.. Bounty and Relief Bonds, 1863 and '64...	954,500	7	"	'83-'85	....	<b>North Carolina—(\$29,900,045):</b>					
.. State Capital Bonds, 1871.....	250,000	7	"	1891	....	.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	31
<b>Connecticut—(\$3,767,500):</b>						.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....	.. State (new) Bonds, 1867 to 1870.....	3,009,045	6	Jan. & July.	'92-'96	17
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	"	'83-'84	99	.. State (new) Bonds, 1867 to 1870.....	1,859,000	6	April & Oct.	'92-'96	....
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	6	April & Oct.	1874	....	.. Funding (Debt) Bonds, 1866.....	2,117,400	6	Jan. & July.	1900	27
.. War Loan, Oct. 1, 1865 (20s) tax free.....	1,741,100	6	"	1885	....	.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
<b>Florida—(\$7,78,865):</b>						.. Special Tax Bonds.....	11,407,000	6	"	'96-'99	13
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....	<b>Ohio—(\$9,022,721):</b>					
.. Bonds, 1-68-'69.....	191,000	6	Various.	'98-'99	....	.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....	.. Loan of 1860 Bonds, skg f'd.....	1,600,000	6	"	1875	99
.. Loan to Jack, Pens., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....	.. Loan of 1860 Bonds, skg f'd.....	1,495,369	6	"	1881	105
<b>Georgia—(\$10,494,500):</b>						.. Loan of 1866 Bonds, skg f'd.....	2,400,000	6	"	1886	106
.. Bonds for W. & Atl. R.R. 1842 '43 '44 & '48	866,000	6	Various.	'72-'74	....	<b>Oregon—(\$290,527):</b>					
.. Bonds for W. & Atl. R.R. 1842 and 1848.	276,500	7	Various.	'72-'74	....	.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Bonds for Atl. & Gulf R.R. '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....	.. Willamette Canal & Lock Bonds of 1870	200,000	7	"	1890	....
.. Bonds for Atl. & Gulf R.R. 1866.....	200,000	6	"	'81-'86	....	<b>Pennsylvania—(\$21,272,956):</b>					
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....	.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	89	.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	"	'72-'77	102
.. Railroad endorsements, to July 1872...	12,000,000	7	Various.	'90-'92	84	.. Loan of Feb. 1867 (5-10s).....	90,400	5	"	'77-'82	....
<b>Illinois (\$2,183,634):</b>						.. Loan of Feb. 1867 (10-15s).....	7,890,550	6	"	'77-'82	107
.. Interest Bonds, inscribed stock, 1847...	971,834	6	Jan. & July.	1878	....	.. Loan of Feb. 1867 (15-25s).....	723,950	5	"	'82-'92	108
.. Refunded Stock Bonds, 1859.....	348,000	6	"	'77-'78	....	.. Loan of Feb. 1867 (15-25s).....	9,271,850	6	"	'82-'92	108
.. Thornton Loan Bonds, 1861.....	102,000	6	"	1880	....	.. Inclined Plane Loan, of April 1849...	400,000	6	April & Oct.	1879	....
.. War Loan Bonds, 1861.....	417,000	6	"	1880	....	.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....	.. .. (old).....	....	5	"	'77-'78	....
<b>Kansas (\$1,336,675):</b>						.. .. (old).....	....	4	Jan. & July.	1882	....
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....	<b>Rhode Island—(\$2,770,000):</b>					
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....	.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99
<b>Kentucky (\$2,750,510):</b>						.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. State Bonds 1834 and '43.....	160,000	5	Mar. & Sept.	1873	....	.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. State Bonds, 1840 to 1861.....	683,000	6	April & Oct.	'71-'72	....	.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....	<b>South Carolina (\$15,857,327):</b>					
<b>Louisiana (\$21,214,800):</b>						.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	72	.. Funding Stocks & Bonds '66-'68...	1,750,000	6	April & Oct.	1888	22
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....	.. .. '66-'69.....	2,622,714	6	Jan. & July.	'87-'97	17
.. Funded coupons (new) 1866-'68.....	997,000	6	"	'86-'88	....	.. Funding Stocks and Bonds.....	899,000	7	"	1888	....
.. Levee Bonds 1867.....	4,000,000	6	May & Nov.	1907	....	.. Blue Ridge R. R. Bonds 1854.....	970,000	6	"	'74-'78	....
.. .. 1866.....	1,000,000	8	Various.	1886	....	.. Conversion Bonds 1869.....	7,371,700	6	"	1888	....
.. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	....	.. .. 1870.....	500,000	6	April & Oct.	1899	....
.. Funded Floating Debt 1870.....	3,000,000	8	May & Nov.	1910	....	<b>Tennessee (\$30,952,156):</b>					
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....	.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	80
.. State B'ds (N.O. Mob. & Chat. R.R.) '70, '71	3,250,000	6	Jan. & July.	'10-'11	....	.. State Bonds (direct).....	4,519,544	6	April & Oct.	"	....
.. Redemption (certificates) Bonds 1866...	258,000	6	"	1906	....	.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....	.. Funded Interest Bonds.....	9,000,000	6	"	"	....
.. Int. (N. La. & Tex.											

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga.tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	" "	" "	1893	....
1st Mortgage.....	1,900,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	95
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98 1/2	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	96 1/2	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	92 1/2	1st Mortgage coin or stg skg f.d.:	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	89 1/2
Albany Loan.....	1,000,000	6	" "	Albany.	1896	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,068,350	7	April & Oct.	Boston.	1893	96 1/2
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	....
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	....
General Mortgage.....	4,000,000	7 1/2	Jan. & July.	New York.	1896	91 1/2	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	....
Special Mortgage to Penn.....	3,500,000	5	" "	Harrisburg.	....	87 1/2	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	....
Androscoggin:							Stock (common) Bonds.....	1,377,840	8	" "	" "	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	100 1/2
1st Mortgage.....	8,000pm	6*	Jan. & July.	New York.	1891	70	Burlington and Southwestern:						
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	....
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	Cairo and Fulton (Arkansas):						
Atchison, Topeka and Santa Fe:							1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87 1/2	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold)....	7,500pm	7*	April & Oct.	" "	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Va.).....	16,000pm	8	Jan. & July.	New York.	1900	88 1/2	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	1st Mortgage of 1883.....	490,000	7	Jan. & July.	Camden.	1873	101
Atlantic and Gulf:							2d Mortgage of 1884.....	500,000	7	April & Oct.	" "	1879	....
Consolidated (286 m.) free U. S. tax	3,000,000	7	Jan. & July.	New York.	1897	....	Camden and Burlington County:						
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....	Canada, Michigan and Chicago:						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....	1st Mort. (skg fd) for \$2,750,000..	.....	7	" "	New York.	....	....
Atlantic and Lake Erie:							Canada Southern:						
1st Mort. (gold) for \$5,000,000..	.....	7*	Jan. & July.	New York.	1901	....	1st Mort. (skg fd) g'd for \$9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Atlantic, Miss. and Ohio (428 m.):							Carthage & Burlington (C.B. & Q.):						
1st Mortgage for \$15,000,000..	.....	7	Jan. & July.	New York.	1901	....	1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
Atlantic and Pacific:							1st Mortgage (new).....	1,300,000	7	" "	" "	1900	101
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Chattel Mortgage.....	208,850	10	" "	" "	'80-'89	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....	Cazenovia and Canastota:						
Atlantic and St. Lawrence:							1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage (sterling) of 1863..	484,000	6*	May & Nov.	London.	1878	....	Cedar Falls and Minnesota (Ili. C.):						
2d Mortgage (sterling) of 1864..	1,499,966	6*	April & Oct.	" "	1884	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	82
3d Mortgage (sterling) of 1871..	712,932	6*	May & Nov.	" "	1891	....	1st Mort. (W. to Minn. Line)....	1,377,000	7	Jan. & July.	" "	1907	....
Bald Eagle Valley:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87 1/2
2d Mortgage.....	100,000	7	" "	" "	1884	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	" "	" "	1894	87 1/2
Baltimore and Ohio:							1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	87 1/2
Loan of 1886-'78.....	863,250	6	Jan. & July.	Baltimore.	1875	97 1/2	Central Branch Union Pacific:						
Loan of 1886-'80.....	579,560	6	" "	" "	1880	97	1st Mort. (Atch. & Pike's Peak):	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1888-'98.....	1,710,500	6	April & Oct.	" "	1888	98	2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Loan of 1886-'90 (Balt.) skg fd..	3,645,683	6	Jan. & July.	" "	1890	....	Central of Georgia:						
Loan of 1870-'96 (skg fd.) skg fund.	3,788,762	6	March & Sept.	London.	1895	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
2d Mort. (N.W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	Central of Iowa:						
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	" "	1885	92	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	88
Baltimore and Potomac:							2d Mortgage, gold, \$4,000 p. m..	812,000	7*	April & Oct.	" "	1901	79
1st Mort. (tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Central of New Jersey:						
1st Mortgage (R. R.) gold guar..	3,500,000	6*	April & Oct.	" "	1911	....	2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
Bangor and Piscataquis:							New Mortgage for \$5,000,000....	4,824,000	7	Feb. & Aug.	" "	1890	104
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of Leb. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	86
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	103 1/2
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
Belfast and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1886	111
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
Bellefonte and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. guar. by St. L.A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	95	1st Mort. (S. Fr. Okld & Ala.)..	1,500,000	6*	" "	San Francisco	1890	....
Beloit and Madison (C. & N.W.):							1st Mort. (San Joaquin V.D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by C. & )	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
2d Mortgage (A. Co. and )	499,500	6	March & Sept.	Princeton.	1885	84	Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	81 1/2	Charlotte, Columbia & Augusta:						
Blue Ridge (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Chartiers:						
Boston and Albany:							1st Mort., guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105 1/2	Cheraw and Darlington:						
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct			



An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

[illegible]

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Bel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1892	102
1st Mortgage (consolidation).....	3,000,000	8	April & Oct.	Boston.	1896	81½	2d Mortgage.....	948,000	7	May & Nov.	"	1875	98
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	"	1878	....
1st Mortgage (D. & M.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	....
2d Mortgage ( " ).....	1,000,000	8	"	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.)	625,924	7	Jan. & July.	"	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
2d Funded Coup. ( " ).....	375,734	7	"	"	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R.R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	"	New York.	1873	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....
Detr. & Pontiac R.R. bonds.....	250,000	7	"	"	1878	....	Goshen and Deekertown:						
Detr. & Pontiac R.R. bonds.....	250,000	8	Feb. & Aug.	"	1888	....	1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):							Grand Rapids & Indiana:						
1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	96½	1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
Dubueque and Sioux City:							1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	93	Grand River Valley (Mich. C.):						
Dubueque Southwestern:							1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	2d Mortgage, guar. by Lessees..	500,000	8	March & Sept.	"	1879	100½
2d Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	Grand Trunk (Ca.):						
Dunkirk, Warren and Pittsburg:							Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds No. 2 £270,500	1,300,000	6*	"	"	....	....
Dutchess and Columbia:							Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Preference Bonds £2,838,385.	14,191,615	5*	Jan. & July.	"	....	....
East Alabama and Cincinnati:							2d Preference Bonds £1,686,765	8,428,825	4*	"	"	....	....
1st Mort. end. \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....	Provincial Debent's £3,111,500	15,567,500	....	"	Ottawa.	....	....
East Brandywine & Wayneburg:							Great Western of Canada:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
2d Mortgage.....	35,000	8	"	"	1873	....	Common (Company) Bonds.....	1,384,117	4	"	"	'72-'73	....
East Pennsylvania (Ph. & Rdg.):							Common ( " ) Bonds.....	2,993,975	6	May & Nov.	"	'73-'76	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	98½	Common ( " ) Bonds.....	2,662,087	5½	April & Oct.	"	'77-'78	....
East Tenn. & Georgia (E.T.V. & G.):							Common ( " ) Bonds.....	4,867	5	"	"	1881	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....	Common ( " ) Bonds.....	3,650,000	6	June & Dec.	"	1890	....
East Tenn. & Vir. (E.T.V. & Ga.):							Greenville and Columbia:						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
East Tennessee, Virginia & Ga.:							1st Mortgage not guaranteed.....	376,765	7	"	"	'81-'86	....
1st Mort., skg fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	90½	Greenwich and Johnsonville:						
Eastern (Mass.):							1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....	Hackensack & New York Ext.:						
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	97	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94	Hannibal and Naples (T.W. & W.):						
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	96½
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	91	2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90	Hannibal & Central Missouri:						
Loan of 1872-'82.....	1,500,000	7	"	"	1882	100½	1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	88
Eastern Shore (Md.):							2d Mortgage.....	250,000	7	Feb. & Aug.	"	1896	....
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Hannibal and St. Joseph:						
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	"	"	'87-'88	....
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Six years Mortgage bonds (222m)	5,000	10	"	"	1872	....
Elizabethtown and Paducah:							Five years' notes (277 m.).....	139,300	8	Various.	"	1874	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95	Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	"	1885	88
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	60	1st Mort. (Q. & Palm R.R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....
Erie Railway:							1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	"	1886	99½
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1897	103½	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	100½	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1885	....
3d Mortgage.....	6,000,000	7	"	"	1883	98½	Harlem Extension:						
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	97½	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
5th Mortgage convertible.....	925,500	7	June & Dec.	"	1888	100	Harriburg & Lancaster:						
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	"	1891	....	1st Mortgage, guar. by Pa. Co..	700,000	6	Jan. & July.	Philadelphia.	1883	92
Sterling Loan (£1,000,000) conv.	4,544,400	6*	March & Sept.	London.	1875	....	Hartford and New Haven:						
Consol. Mort. for \$30,000,000, g'd	3,000,000	7*	"	NY & London.	1920	95	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F & P M):						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,989,000	7	Jan. & July.	"	1893	....	Holyoke and Westfield:						
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Me.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1884	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
1st L.M. & 1st on 59, & 2d on 55m	2,000,000	6*	March & Sept.	"	1899	97	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
Kavanaugh and Crawfordville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	....
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage.....	150,000	7	March & Sept.	"	1889	....	1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	....	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	104
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1885	....
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	Hudson Connecting (NY & OMid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	105
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....	2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	87½
" 2d series (92,748 a.).	221,000	7	Jan. & July.	"	1887	....	3d Mortgage (Consol.).....	1,261,000	7	April & Oct.	"	1895	65
" 3d series (52,091) tx. l.	2,046,000	8	March & Sept.	"	1888	....	Illinois Central:						
F. & Holly lease (S.F. 25,000 p. a.)	478,000	10	May & Nov.	"	1888	....	Construction bonds, cur. skg f d.	3,058,500	7	April & Oct.	New York.	1875	104½
Construction Loan.....	165,000	8	"	"	1876	....	Construction bonds, coin.....	332,000	6*	"	N.Y. & Lond.	1875	....
Florida:							Redemption bonds, currency.....	2,500,000	6	"	New York.	1890	....
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	New York.	1899	....	Redemption bonds, sterling.....	1,500,000	6*	"	London.	1875	....
Flushing & North Side (L. I.):							Indiana and Illinois Central:						
1st Mortgage.....	1,025,000	7	May & N. Y.	N. Y. & Lond.	1890	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Fonda, Johnston & Gloversville:							Indiana North and South:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage for \$22.50 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Fort Scott, Humboldt & Western:							Indianapolis, Blooming. & West:						
1st Mortgage \$20,000 p. m.....	.....	8	Jan. & July.	New York.	1891	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	91
Fort Wayne, Jackson & Sug.:							2d Mortgage.....	1,500,000	8	Jan. & July.	"	1899	81
1st Mortgage traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	....	Indianapolis & Vincennes:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1891	....	1st Mortgage guar. by Pa. Co..	1,700,000	7	Feb. & Aug.	New York.	1906	....
Fort Wayne, Muncie & Cin.:							2d Mortgage guar. by Pa. Co..	1,450,000	6	May & Nov.	"	1900	7



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1888	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,800,000	7	April & Oct.	New York.	1879	....
1st Mortgage (L. C. & L.F.) of 1887	2,770,000	7	Feb. & Aug.	"	1887	....	Consol. registered July 1, 1870.....	3,699,000	7	J. A. J. & O.	"	1890	90
1st Mortgage (" ) of 1889	1,566,000	7	June & Dec.	"	1889	....	Consol. coupon July 1, 1870.....	1,331,000	7	Jan. & July.	"	1890	101
Indianapolis and St. Louis:							Dividend (Lake Shore) Ap. 1, '89	1,500,000	7	April & Oct.	"	1899	96
1st Mortgage.....							Sunbury July 1, 1884.....	500,000	7	Jan. & July.	"	1874	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1916	....	Reg. Jan. 1, 1885 C.P. & A.R.R.	1,000,000	7	"	"	1880	98
1st Mortgage.....							3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1862	97
2d Mortgage.....	1,000,000	7	March & Sept.	"	1916	....	1st Mort. (June R.R.) Dec. 1, 1882	115,000	7	June & Dec.	"	1872	....
Equipment Mortgage.....	500,000	8	April & Oct.	"	1900	....	Skf Fund July 1, 1885 C. & Tol.	2,014,000	7	Jan. & July.	"	1885	101
Iowa Eastern:							Mort. April 1, 1886	884,000	7	April & Oct.	"	1886	98
1st Mortgage gold.....	14,000pm	7	Jan. & July.	"	1881	....	1st Mort. May 1, 1885 M. S. & N.I.	5,256,000	7	May & Nov.	"	1885	104
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct. 31, 1887	2,603,000	7	"	"	1877	100
1st Mortgage guaranteed.....	2,960,000	7	Nov. 1, 1888	"	1000	105	Mort. Nov. 1, 1888	100,000	7	May & Nov.	"	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1882 Buff. & Erie.	200,000	7	Jan. & July.	"	1882	98
1st Mort., \$16,000 guar.....							Mort. Sept. 1, 1886	300,000	7	March & Sept.	"	1886	....
Ironton (Penna.):							Mort. April 1, 1888	3,000,000	7	April & Oct.	"	1896	96
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1886 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	96
Ithaca and Athens:							1st Mort. Sept. 1, 1889 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	....
1st Mortgage gold, skf fund.....	600,000	7	Jan. & July.	New York.	1890	99	1st Mort. Oct. 1, 1887 (Sch. & Th.R.)	100,000	8	"	"	1887	....
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1887 (Kal. & Sch.)	100,000	8	"	"	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	108	1st M. July 1, '88 (Kal. Ail. & Gr.R.)	840,000	8	"	"	1888	96
2d Mortgage.....	500,000	8	March & Sept.	"	1888	....	1st Mort. July 1, 1883 (J. & Frank.)	500,000	7	"	"	var	....
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	"	1890	....	2d Mort. Jun. 1, 1889	500,000	7	June & Dec.	"	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chl.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philadelphia.	1895	....
James'n & Frank. (L.S. & M.S.):							Leavenworth, Lawr. & N. West:n						
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	1st Mort. guar. by Pac. of Mo.....	355,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....	Leaven, Lawrence & Galveston:						
Jefferson (Erie):							1st Mort. skf fund conv., gold.....	5,000,000	10	Jan. & July.	N. Y. & Bos.	1899	77
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	Lehigh and Lackawanna:						
2d Mort. (" ).....	94,000	7	"	"	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....	Lehigh Valley:						
Jeffersonville, Madison & Indian:							1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873	101
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	..	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	97
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....	2d Mortgage for \$6,000,000.....	4,712,000	7	March & Sept.	"	1910	104
1st Mortgage (Ind. & Mad. guar.	397,000	7	May & Nov.	"	1882	....	Lexington & St. Louis (P. of Mo.)						
2d Mortgage (Jeffersonville & K.)	345,000	7	April & Oct.	"	1873	....	1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
Joliet and Chicago (C. & Alton):							Little Miami:						
1st Mortgage skf fund guar.....	500,000	8	Jan. & July.	New York.	1882	96	1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
Joliet & Northern Ind. (Mich. C.)							Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Little Rock and Fort Smith:						
Junction (Cin. & Indianapolis):							1st Mortgage gold.....	3,000,000	6	Jan. & July.	N. Y. & Bos.	1900	31
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	"	1900	25
2d Mortgage.....	793,000	7	March & Sept.	"	1893	....	Little Schuylkill (Phila. & Rdg.):						
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	"									

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	50	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & Nash.)						
Massillon & Cleve. (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	88 1/2
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold .....	500,000	6*	April & Oct.	Nashville.	1887	....
Mayville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.)						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	86	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Straitsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Nichigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E.D.V.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890	101 1/2	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$500,000.....		7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	568,000	8	April & Oct.	New York.	1882	....	New H., Middlet'n & Williman:						
1st Mortgage, sinking fund conv.	2,204,000	8	"	"	1882	116 1/2	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	4,500,000	7	May & Nov.	"	1902	99	New Haven & Northampton:						
1st Mort. (M. Air L.W.D.) ass'd	1,900,000	8	Jan. & July.	"	1890	106 1/2	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. ( " ) guar.	500,000	8	March & Sept.	"	1879	100 1/2	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (K. & So. Hav.) l. guar	640,000	8	May & Nov.	"	1889	100 1/2	New Jersey Sea United Compan's						
2d Mort. ( " ) guar..	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	78
Middletown, Unionv. & W. Gap (E):							New Jersey Southern:						
1st Mortgage tax free .....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	75
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000..		7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	85 1/2	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	"	1874	89 1/2	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,795,000	7	Jan. & July.	"	1897	87	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	85	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	106 1/2	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7 1/2	"	"	1898	95	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	223,000	7	March & Sept.	"	1873	....	1st M. (N. O. T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,080	7	Jan. & July.	"	1891	....	2d M. ( " ) gold skg fd.....	2,825,000	7	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	....	....	2d Mortgage, endorsed by La..		8	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.						
1st Mortgage for \$15,000 p.m.....		8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central).....	5,936,626	6	May & Nov.	New York.	1883	95 1/2
Mineral Point:							Bonds for debts ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	101
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. (L. " )	75,000	6	May & Nov.	"	1883	....
Minneapolis & Duluth (L.S. & M.)							Bonds for R. R. stocks ( " )	592,000	6	"	"	1883	87
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate ( " )	162,000	6	"	"	1883	87
Minneapolis & St. L. (L. Sup. & M.)							Bonds of 1854 renewed ( " )	2,900,000	6	June & Dec.	"	1870	92 1/2
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. ( " ) S. F.....	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. ( " )	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of 71, tax free (N. Y. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1890	70-71	Consol. Mort. for \$40,000,000..		7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	102 1/2
Mississippi, Ouchita & Red Riv:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,860,000	7*	"	"	....	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,090,000	7*	"	"	....	....	Bonds of 1863, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	1871-93	....	1st Mortgage.....	1,050,500	7	April & Oct.	New York.	1875	99 1/2
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p.m.....		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	94
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	82
1st Mortgage gold, sinking fund.		7*	Jan. & Dec.	"	1910	....	2d Mortgage non-convertible.....	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) sks fund	4,280,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mort. (Tubo & Neosho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	1-0,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, sks fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000..	732,000	7	"	"	1890	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1869	86	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74 1/2	1st Mortgage gold, \$35,000 p.m.		7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A.M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,800	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	London.	1883	....	1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort													



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	85
Norwich & Worcester (B.H. & K.):							Perth Amboy & Woodbr. (C&A):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	6	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.)...	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	....	2d Mortgage (Pa. & Md. 4 1/2 m.)...	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	....	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	76	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	80
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Mortgage Loan of 1857, conv.....	98,000	6	"	"	1886	....
1st Mortgage, (W. Div.).....	850,000	7	"	"	1872	....	Mort. Loans of 1843-44-48 & 49.....	1,521,000	6	"	"	1880	94 1/2
2d Mortgage, (W. Div.).....	534,000	7	"	"	1874	85	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	105
Income Mort., (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1836 stg.....	182,400	6 1/2	Jan. & July.	London.	1880	....
Consolidated Mort.....	2,781,000	7	Jan. & July.	"	1898	92	Mortgage Loan of 1843 stg.....	978,800	6 1/2	"	"	1880	....
Consolidated Mort. (sterling)...	101,850	7 1/2	"	London.	1898	....	Mortgage Loan of 1836 stg.....	177,600	7 1/2	"	"	'74-'77	....
Old Creek and Allegheny River:							Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	102
1st Mortgage (J. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84 1/2	Consolidated Dollar registered	3,414,000	7	"	"	1911	103 1/2
1st Mortgage (War. & Fkn).....	580,000	7	April & Oct.	"	1882	82 1/2	Mortgage Gold or stg coup.....	7,000,000	6 1/2	"	Phil. or Lond.	1911	....
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	75	Gold or stg reg.....	624,000	6 1/2	"	"	1911	97 1/2
Old Colony and Newport:							Dollar coupon.....	378,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	97	New debent. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	105
Plain Bonds.....	485,000	6	April & Oct.	"	1875	98	Philadelphia, Wilmington & Balt:						
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	102	Mortgage Loan, convertible.....	345,800	6	Jan. & July.	Philadelphia.	1884	111 1/2
Omaha and Northwestern:							Loan of 1866.....	400,000	6	April & Oct.	"	1876	96
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1867.....	1,000,000	6	"	"	1887	....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.....	1,000,004	8	June & Dec.	Boston.	1896	87 1/2	1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93	Control. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	87 1/2	1st Mort. (Sten. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	....
3d Mort. " " " " " "	598,000	8	May & Nov.	Richmond.	1873	95	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
4th Mort. " " " " " "	574,000	8	March & Sept.	Alexandria.	1880	80 1/2	Pittsburg & Connelleville:						
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81	1st Mortgage of 1865, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	92 1/2
Orange and Newark:							2d Mort. (Balt. Loan) of 1866.....	1,000,000	6	"	"	1886	....
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Osage Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105 1/2
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	240,080	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	100
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by (C.R. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	95
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	88	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	79 1/2	Equipment Mort. of Mar. 1, 1889	1,000,000	8	March & Sept.	"	1874	101
Income Bonds.....	1,500,000	7	"	"	1892	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
St. Louis County Bonds.....	700,800	7	Monthly.	St. Louis.	1885	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6 1/2	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,000,000.....	.....	7	Jan. & July.	.....	1901	....
1st Mortgage (Lea. Atch. & Nev.)	600,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paducah and Memphis:							1st Mortgage gold, for \$1,800,000	.....	7 1/2	May & Nov.	New York.	1889	80
1st Mortgage gold for \$2,305,000.	1,071,000	7 1/2	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):						
Panama:							1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage, stg £19,350.....	95,847	7 1/2	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,300,000	.....	6 1/2	May & Nov.	"	1901	....
General Mortgage, stg £597,800.	3,869,330	7 1/2	"	"	1897	....	Portland and Ogdensburg (Vt.):						
Paris and Decatur:							1st Mortgage gold, for \$2,300,000	.....	6 1/2	May & Nov.	Boston.	1891	....
1st Mortgage gold.....	1,200,000	7 1/2	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Paterson and Newark (Erie):							1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Linc. & Decatur (TW & W):							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights. (UC of N.J.):							2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
Pemberton & N. York (N.J. & S.):							1st Mortgage gold, skg fd.....	1,500,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	"	"	1889	....
Peninsular Railway:							Poughkeepsie and Eastern:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free..	800,000	7 1/2	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7 1/2	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage (Harr. to Pbg).....	4,972,000	7	Jan. & July.	Philadelphia.	1880	99 1/2	Quincy, Alton and St. Louis:						
2d Mortgage ( " " " " " " )	2,594,000	6	April & Oct.	"	1875	97	1st Mortgage gold.....	850,000	7 1/2	May & Nov.	Philadelphia.	1882	....
2d Mortgage ( " " " " " " )	2,282,240	6 1/2	"	London.	1875	....	Quincy and Toledo (T. W. & W.):						
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91 1/2	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	92 1/2
State lien for \$17,500,000, skg fd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....	Quincy & Warsaw (C. B. & Q.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100 1/2
1st Mortgage.....	542,500	7											

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis: 1st Mortgage tax free.....	\$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	Sioux City and Pacific: 1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg: 1st Mortgage (W. & R.) Skg Fund	799,000	7	March & Sept.	New York.	1880	....	Somerset (Me. Central): 1st Mortgage gold.....	500,000	7	June & Dec.	Boston.	1891	....
1st Mort. (Potdam & Watert.)	327,000	7	June & Dec.	"	"	"	South Carolina: 1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Consolidated Mort. Skg Fund...	824,500	7	"	"	"	"	1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
Rondout and Oswego: 1st Mortgage, gold \$20,000 p.m.	500,000	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.): Equipment Mortgage, tax free...	500,000	7	May & Nov.	Boston.	1880	66	Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	88	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Saint Croix and Penobscot: 1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
2d Mort. ( " ).....	17,500	6	"	"	1879	....	Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Florida: 1st M. endor. by State \$16,000pm	464,000	8	"	"	"	....
St. Joseph & Denver City: 1st Mort. (E. D.) gold tax free...	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	South Georgia & Florida (A. & G.): 1st Mort. assumed by Atl. & Gulf	200,000	7	May & Nov.	New York.	1888	....
1st M. (W. D.) land grant, g'd tax fr	15,000pm	8*	"	"	1900	....	2d Mort. " " " " "	200,000	7	"	"	1889	....
St. Louis, Alton and Terre Haute: 1st Mortgage (Series A) skg fd.	1,100,000	7	Jan. & July.	New York.	1894	101	South Mountain Iron (Cumb. Val.): 1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series B) skg fd.	1,100,000	7	April & Oct.	"	1894	....	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	88	South and North Alabama: 1st Mort. endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.): 1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	81	South Shore (Mass.): 1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Side (L. L.): 1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
St. Louis, Coun. Bluffs & Omaha: 1st Mortgage, gold \$16,000	1,000,000	7*	Jan. & July.	New York.	1901	....	South Side, Va. (A. M. & O.): 1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
St. Louis and Iron Mountain: 1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	95	2d preferred bonds.....	617,000	6	"	"	'84-'90	72
St. Louis, Jacksonv. & Chic. (C. & A.): 1st Mortgage Mar. 16, 1884 guar.	2,929,000	7	April & Oct.	New York.	1894	94	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
2d Mortgage May 1, 1884 guar.	548,000	7	Jan. & July.	"	1898	....	Southern Central: 1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Kansas City & North: 1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	91	Southern Iowa and Cedar Rapids: 1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota: 1st Mortgage land grant tax free	3,800,000	8	April & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv.....	2,250,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant....	3,000,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg fd, con	1,000,000	7	"	"	1896	....	Southern (Cal.) Pacific: 1st Mortgage gold for \$28,000,000.	5,750,000	6*	"	"	"	....
St. Louis and St. Joseph: 1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	Southern Pennsylvania: 1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
St. Louis, Van. & T. H. (T. H. & L.): 1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	South Western (Cen. of Ga.): Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	1st Mortgage (Muscookee) conv.	300,000	7	"	"	'72-'76	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Spartanburg and Union: 1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Chicago (M. & St. P.): 1st M. land gr. gold skg fd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
St. Paul and Pacific 1st Division: 1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield & Illinois S. Eastern: 1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	2d Mortgage gold, tax free.....	1,000,000	7*	"	"	1900	....
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	Springfield and Northwestern: 1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
General Mort. (R. R. & Lands)...	2,020,000	7	Jan. & July.	"	....	....	Staten Island: 1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
General Mort. (R. R. & L's) etc.	1,000,000	7*	"	London.	....	....	Sterling Mountain: 1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
1st M. (W. Line) R. R. & Lands...	6,000,000	7	"	New York.	....	....	Sullivan (Verm. Central): 1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d M. (W. Line) R. R. & Lands...	3,000,000	7	"	"	....	....	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
St. Paul and Sioux City: 1st Mortgage \$16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....	Sullivan and Erie: 1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Land Stock on 400,000 acres...	2,400,000	8	J. A. J. & J.	"	1890	....	Summit Branch: 1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90
St. Paul, Stillwater & Taylor's F.: 1st Mortgage for \$480,000	480,000	8	Jan. & July.	New York.	1901	....	Sunbury and Lewiston: 1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Salem (W. Jer.): 1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Superior and St. Croix: 1st Mortgage, \$16,000 p. m.	....	8	"	"	....	....
Salem and Lowell (B. & L.): 1st Mortgage.....	226,930	6	Feb. & Aug.	Boston.	1878	95	Superior and Northwestern: 1st Mortgage, \$16,000	....	8	"	"	....	....
Sand, Mansfield & Newark (C. & O.): 1st Mortgage guaranteed.....	2,625,000	7	Jan. & July.	New York.	1909	....	Sussex, Brid. & Erie Junc. (Erie): 1st Mortgage.....	1,000,000	7	"	New York.	....	....
San Fran., Oakland & Alameda: 1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Sussex (N. J.): 1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Saratoga & Whitehall (R. & S.): 1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Swedesboro (W. Jer.): 1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Savannah and Charleston: 1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Syracuse, Bing. & N. Y. (D. L. & W.): 1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Funded Interest bonds.....	157,400	7	"	"	1889	....	Syracuse and Chenango Valley: 1st Mort. gold, for \$500,000....	....	7*	Feb. & Aug.	New York.	1891	....
Savannah, Griffin & North Ala.: 1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....	Tebo and Neosho (M. K. C. & T.): 1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Savannah and Memphis: 1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	Terre Haute & Indianapolis: 1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Schenectady & Susq. (D. & H. Can.): 1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	Tloga: 1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Seaboard and Roanoke: 1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	....	Toledo, Peoria and Warsaw: 1st Mortgage (E. Div.) 110 m...	1,800,000	7	June & Dec.	New York.	1894	91
Selma and Gulf: 1st M. (guar. by Ala.) \$16,000pm.	....	8*	April & Oct.	New York.	1890	....	1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	"	1896	88
Selma, Marion and Memphis: 1st M. gold gr. by Ala. \$16,000pm.	....	8*	March & Sept.	New York.	1889	....	2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	81
Selma, Rome and Dalton: 1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....
2d Mortgage.....	4,900,000	7	Jan. & July.	"	1890	....	Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	....
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	57
Shanokin Valley & Pottav. (N. C.): 1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Tom's River & Watert. (N. J. So.): 1st Mortgage guaranteed.....	80,000	7	"	New York.	1888	....
Shoebogyan and Fond du Lac: 1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Troy & Bennington (T. & ): 1st Mortgage skg fund, war...	100,000	7	Jan. & July.	Troy.	1878	....
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Shenango and Allegheny: 1st Mortgage for \$1,000,000	638,000	7	April & Oct.	New York.	1889	....	2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
Shenango Valley (Ct.): 1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	3d Mortgage.....	650,000	7	May & Nov.	"	1876	....
Shore Line (N. Y. & N. H.): 1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	Convertible Bonds.....	648,000	7	"	"	1892	....
Sioux City and St. Paul: 1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....							
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	"	....	....							



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Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.
			When.	Where.							When.	Where.			
Toledo, Wabash and Western:								Western Maryland:							
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	95	1st Mortgage	\$100,000	6	Jan. & July.	Baltimore.	1890	80		
1st M. (L. Erie, W. & St. L. 167 m.)	2,600,000	7	"	"	1890	95	1st Mort. endor. by Balt.	200,000	6	"	"	1890	97		
1st Mort. (Gt. W. R. R. W. D. 100m.)	4,000	10	April & Oct.	"	1883	95	2d Mort.	300,000	6	"	"	1890	97		
1st M. (Gt. W. Rwy. of '59, 181m.)	2,500,000	7	Feb. & Aug.	"	1893	94	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	84		
1st Mort. (Quincy & Tol. 34 m.)	600,000	7	May & Nov.	"	1890	92	2d Mortgage preferred	600,000	6	"	"	1895	70		
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	92	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	90		
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	94	Western Pacific (Cen. Pac.):								
2d Mort. (T. Wab. & Wt. 167 m.)	1,600,000	7	"	"	1871	94	1st Mortgage assumed, gold.	2,735,000	6*	Jan. & July.	New York.	1899	94		
2d M. (Gt. W. Rwy. of '59, 181m.)	2,600,000	7	"	"	1893	89	Western Pennsylvania (Penn.):								
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	1883	85	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80		
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	87	1st Mortgage (Pittsb. Br. 23 m.)	1,000,000	6	Jan. & July.	"	1896	...		
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	90	Western Union (M. & St. P.):								
Troy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896	...		
1st Mortgage, guaranteed.	500,000	7	May & Nov.	New York.	1890	...	West Jersey:								
Troy Union (and Depot):							Loan of Mar. 1, 1883, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	...		
1st Mortgage, guaranteed.	500,000	6	Jan. & July.	New York.	1878	...	1st Mortgage, Jan. 1, 1886.	1,000,000	6	Jan. & July.	"	1896	96		
2d Mortgage, guaranteed.	180,000	6	"	"	1878	...	Consolidated mort. Apr. 1, 1889.	998,000	7	April & Oct.	"	1899	104		
Tuckerton:							West Wisconsin:								
1st Mortgage.	400,000	7	April & Oct.	Philadelphia.	1901	...	1st Mort. land gr. gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	...		
Union Pacific:							Whitehall & Plattsburg (M. & P.):								
1st Mortgage gold, tax free.	27,237,000	6*	Jan. & July.	N. Y. & Bos.	'96-'99	86	1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	...		
2d Mortgage (Gov. subsidy)	27,236,000	6*	"	"	'96-'99	86	Wicomco and Pocomoke:								
1st Mort. Land Grant	9,193,000	7	April & Oct.	"	1889	74	1st Mortgage	200,000	7	Jan. & July.	New York.	1873	...		
Income Mortgage	10,000,000	10	March & Sept.	"	1874	73	Williamston and Tarboro:								
Omaha Bridge B'da, et al \$250,000	2,500,000	8*	April & Oct.	London.	1896	...	1st Mortgage	350,000	8	May & Nov.	New York.	1900	...		
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:								
1st Mortgage gold, tax free.	1,000,000	6*	May & Nov.	New York.	1895	...	1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	81		
2d Mortgage (Gov. subsidy)	1,000,000	6	Jan. & July.	"	'96-7-5	...	Wilm., Charlotte & Rutherford:								
Union Pacific, S. Br. (M. & C. T.):							1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	...		
1st Mortgage gold, skg fund.	3,595,000	6*	Jan. & July.	New York.	1899	...	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	...		
Union & Titusville (O.C. & A. Riv.):							Wilmington and Reading:								
1st Mortgage.	500,000	7	Jan. & July.	New York.	1890	...	1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	90		
United Companies of New Jer.:							2d Mortgage coupon or regis.	725,600	7	Jan. & July.	"	1902	85		
Sinking Fund sterling \$202,000.	1,268,080	6*	Jan. & July.	London.	1880	...	Wilmington and Weldon:								
Loan of 1875 (Joint Companies)	675,008	6*	April & Oct.	Philadelphia.	1875	98	Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	...		
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug.	New York.	1875	95	Currency Bonds	221,400	7	May & Nov.	"	1882	...		
Loan of 1883 (" "															





Sept. 30, 1871	Oct. 31, 1871	Nov. 30, 1871	Dec. 31, 1871	Jan. 31, 1872	Feb. 28, 1872	Mar. 31, 1872	Apr. 30, 1872	May 31, 1872	June 30, 1872	July 31, 1872	Aug. 31, 1872	Sept. 30, 1872	Oct. 31, 1872	Nov. 30, 1872	Dec. 31, 1872	Jan. 31, 1873	Feb. 28, 1873	Mar. 31, 1873	Apr. 30, 1873	May 31, 1873	June 30, 1873	July 31, 1873	Aug. 31, 1873	Sept. 30, 1873	Oct. 31, 1873	Nov. 30, 1873	Dec. 31, 1873	Jan. 31, 1874	Feb. 28, 1874	Mar. 31, 1874	Apr. 30, 1874	May 31, 1874	June 30, 1874	July 31, 1874	Aug. 31, 1874	Sept. 30, 1874	Oct. 31, 1874	Nov. 30, 1874	Dec. 31, 1874	Jan. 31, 1875	Feb. 28, 1875	Mar. 31, 1875	Apr. 30, 1875	May 31, 1875	June 30, 1875	July 31, 1875	Aug. 31, 1875	Sept. 30, 1875	Oct. 31, 1875	Nov. 30, 1875	Dec. 31, 1875	Jan. 31, 1876	Feb. 28, 1876	Mar. 31, 1876	Apr. 30, 1876	May 31, 1876	June 30, 1876	July 31, 1876	Aug. 31, 1876	Sept. 30, 1876	Oct. 31, 1876	Nov. 30, 1876	Dec. 31, 1876	Jan. 31, 1877	Feb. 28, 1877	Mar. 31, 1877	Apr. 30, 1877	May 31, 1877	June 30, 1877	July 31, 1877	Aug. 31, 1877	Sept. 30, 1877	Oct. 31, 1877	Nov. 30, 1877	Dec. 31, 1877	Jan. 31, 1878	Feb. 28, 1878	Mar. 31, 1878	Apr. 30, 1878	May 31, 1878	June 30, 1878	July 31, 1878	Aug. 31, 1878	Sept. 30, 1878	Oct. 31, 1878	Nov. 30, 1878	Dec. 31, 1878	Jan. 31, 1879	Feb. 28, 1879	Mar. 31, 1879	Apr. 30, 1879	May 31, 1879	June 30, 1879	July 31, 1879	Aug. 31, 1879	Sept. 30, 1879	Oct. 31, 1879	Nov. 30, 1879	Dec. 31, 1879	Jan. 31, 1880	Feb. 28, 1880	Mar. 31, 1880	Apr. 30, 1880	May 31, 1880	June 30, 1880	July 31, 1880	Aug. 31, 1880	Sept. 30, 1880	Oct. 31, 1880	Nov. 30, 1880	Dec. 31, 1880	Jan. 31, 1881	Feb. 28, 1881	Mar. 31, 1881	Apr. 30, 1881	May 31, 1881	June 30, 1881	July 31, 1881	Aug. 31, 1881	Sept. 30, 1881	Oct. 31, 1881	Nov. 30, 1881	Dec. 31, 1881	Jan. 31, 1882	Feb. 28, 1882	Mar. 31, 1882	Apr. 30, 1882	May 31, 1882	June 30, 1882	July 31, 1882	Aug. 31, 1882	Sept. 30, 1882	Oct. 31, 1882	Nov. 30, 1882	Dec. 31, 1882	Jan. 31, 1883	Feb. 28, 1883	Mar. 31, 1883	Apr. 30, 1883	May 31, 1883	June 30, 1883	July 31, 1883	Aug. 31, 1883	Sept. 30, 1883	Oct. 31, 1883	Nov. 30, 1883	Dec. 31, 1883	Jan. 31, 1884	Feb. 28, 1884	Mar. 31, 1884	Apr. 30, 1884	May 31, 1884	June 30, 1884	July 31, 1884	Aug. 31, 1884	Sept. 30, 1884	Oct. 31, 1884	Nov. 30, 1884	Dec. 31, 1884	Jan. 31, 1885	Feb. 28, 1885	Mar. 31, 1885	Apr. 30, 1885	May 31, 1885	June 30, 1885	July 31, 1885	Aug. 31, 1885	Sept. 30, 1885	Oct. 31, 1885	Nov. 30, 1885	Dec. 31, 1885	Jan. 31, 1886	Feb. 28, 1886	Mar. 31, 1886	Apr. 30, 1886	May 31, 1886	June 30, 1886	July 31, 1886	Aug. 31, 1886	Sept. 30, 1886	Oct. 31, 1886	Nov. 30, 1886	Dec. 31, 1886	Jan. 31, 1887	Feb. 28, 1887	Mar. 31, 1887	Apr. 30, 1887	May 31, 1887	June 30, 1887	July 31, 1887	Aug. 31, 1887	Sept. 30, 1887	Oct. 31, 1887	Nov. 30, 1887	Dec. 31, 1887	Jan. 31, 1888	Feb. 28, 1888	Mar. 31, 1888	Apr. 30, 1888	May 31, 1888	June 30, 1888	July 31, 1888	Aug. 31, 1888	Sept. 30, 1888	Oct. 31, 1888	Nov. 30, 1888	Dec. 31, 1888	Jan. 31, 1889	Feb. 28, 1889	Mar. 31, 1889	Apr. 30, 1889	May 31, 1889	June 30, 1889	July 31, 1889	Aug. 31, 1889	Sept. 30, 1889	Oct. 31, 1889	Nov. 30, 1889	Dec. 31, 1889	Jan. 31, 1890	Feb. 28, 1890	Mar. 31, 1890	Apr. 30, 1890	May 31, 1890	June 30, 1890	July 31, 1890	Aug. 31, 1890	Sept. 30, 1890	Oct. 31, 1890	Nov. 30, 1890	Dec. 31, 1890	Jan. 31, 1891	Feb. 28, 1891	Mar. 31, 1891	Apr. 30, 1891	May 31, 1891	June 30, 1891	July 31, 1891	Aug. 31, 1891	Sept. 30, 1891	Oct. 31, 1891	Nov. 30, 1891	Dec. 31, 1891	Jan. 31, 1892	Feb. 28, 1892	Mar. 31, 1892	Apr. 30, 1892	May 31, 1892	June 30, 1892	July 31, 1892	Aug. 31, 1892	Sept. 30, 1892	Oct. 31, 1892	Nov. 30, 1892	Dec. 31, 1892	Jan. 31, 1893	Feb. 28, 1893	Mar. 31, 1893	Apr. 3
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## RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &amp;c., &amp;c.

See article (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aided Railroads are distinguished by a "s."

Abstract of General Balance Sheet.																				
Railroad.			Rolling Stock.			Property and Assets.			Liabilities.			Operations.								
Main Line.			Branch Line.			2d Track and Sidings.			Railroad in progress.			Engines.			Pass.			Freight.		
M.			M.			M.			M.			M.			M.			M.		
1871.			1872.			1873.			1874.			1875.			1876.			1877.		
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1871.			1872.			1873.			1874.			1								



[illegible]



An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

3 Abstract of General Balance Sheet.																									
Year ending	Railroad.		Rolling Stock.		Property and Assets.		Liabilities.				Railroad Operated.		Operations.		Earnings.		Value of Shares.								
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Cars.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	M.		M.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Market.
Sept. 30, 1871	5.4							461,207				217,200	161,000	55,465		5.0	6,290	1,981	4,899	1,191					
Oct. 31, 1871	7.1							229,110				185,300	174,700	74,700		6.4	6,290	1,981	4,899	1,191					
Nov. 30, 1871	124.3							12,161,233	840,972	1,675,553	3,228,676	15,500,000	1,641,500	377,341	1,377,592	16.25	1,700,891	238	38,662,529	4,483,584	1,686,554	100	1394		
Dec. 31, 1871	169.7							10,309,729	1,085,027	1,675,553	3,228,676	15,500,000	1,641,500	377,341	1,377,592	16.25	1,700,891	238	38,662,529	4,483,584	1,686,554	100	1394		
Jan. 31, 1872	169.7							10,309,729	1,085,027	1,675,553	3,228,676	15,500,000	1,641,500	377,341	1,377,592	16.25	1,700,891	238	38,662,529	4,483,584	1,686,554	100	1394		
Feb. 28, 1872	169.7							10,309,729	1,085,027	1,675,553	3,228,676	15,500,000	1,641,500	377,341	1,377,592	16.25	1,700,891	238	38,662,529	4,483,584	1,686,554	100	1394		
Mar. 31, 1872	169.7							10,309,729	1,085,027	1,675,553	3,228,676	15,500,000	1,641,500	377,341	1,377,592	16.25	1,700,891	238	38,662,529	4,483,584	1,686,554	100	1394		
Apr. 30, 1872	169.7							10,309,729	1,085,027	1,675,553	3,228,676	15,500,000	1,641,500	377,341	1,377,592	16.25	1,700,891	238	38,662,529	4,483,584	1,686,554	100	1394		
May 31, 1872	169.7							10,309,729	1,085,027	1,675,553	3,228,676	15,500,000	1,641,500	377,341	1,377,592	16.25	1,700,891	238	38,662,529	4,483,584	1,686,554	100	1394		
Jun. 30, 1872	169.7							10,309,729	1,085,027	1,675,553	3,228,676	15,500,000	1,641,500	377,341	1,377,592	16.25	1,700,891	238	38,662,529	4,483,584	1,686,554	100	1394		
Jul. 31, 1872	169.7							10,309,729	1,085,027	1,675,553	3,228,676	15,500,000	1,641,500	377,341	1,377,592	16.25	1,700,891	238	38,662,529	4,483,584	1,686,554	100	1394		
Aug. 31, 1872	169.7							10,309,729	1,085,027	1,675,553	3,228,676	15,500,000	1,641,500	377,341	1,377,592	16.25	1,700,891	238	38,662,529	4,483,584	1,686,554	100	1394		
Sept. 30, 1872	169.7							10,309,729	1,085,027	1,675,553	3,228,676	15,500,000	1,641,500	377,341	1,377,592	16.25	1,700,891	238	38,662,529	4,483,584	1,686,554	100	1394		
Oct. 31, 1872	169.7							10,309,729	1,085,027	1,675,553	3,228,676	15,500,000	1,641,500	377,341	1,377,592	16.25	1,700,891	238	38,662,529	4,483,584	1,686,554	100	1394		
Nov. 30, 1872	169.7							10,309,729	1,085,027	1,675,553	3,228,676	15,500,000	1,641,500	377,341	1,377,592	16.25	1,700,891	238	38,662,529	4,483,584	1,686,554	100	1394		
Dec. 31, 1872	169.7							10,309,729	1,085,027	1,675,553	3,228,676	15,500,000	1,641,500	377,341	1,377,592	16.25	1,700,891	238	38,662,529	4,483,584	1,686,554	100	1394		



[illegible]



## WHOLESALE PRICE CURRENT.

**IRON—DUTY:** Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Galvanized, 2½; Scrap Cast, 85; Scrap Wrought, 88 per ton—all less 10 per cent. No Bar iron to pay a less duty than 35 per cent. ad val.

**Pig, Scotch—Coltness**.....per ton — @ 65 —  
**Gartsherrie**.....@ 60 —  
**Glengarnock**.....@ 60 —  
**Edginton**.....@ 60 —  
**Pig, American, No. 1**.....@ 60 —  
**Pig, American, No. 2**.....@ 60 —  
**Pig, American, Forgo**.....@ 60 —  
**Bar, Refined, English and American**.....@ 110 —  
**Bar, Swedes, assorted sizes**.....(gold) 137 50 @ 142 50

(Store Prices.)

**Bar, Swedes, 1½ x 1½ to 1½ x 1½ sq. 1½ to 6½ to 1½ x 1½ to 2 sq. 6 to 12 x 1½ to 1½ x 1½ to 2 in. rd. & sq. 1 to 6 in.**.....150 — @ 100 —  
**Bar, Refined, 1½ to 6 by 1½ & 5-16 in.**.....112 50 @ —  
**Bar, Refined, 1½ by 1½ & 5-16 in.**.....115 — @ —  
**Large Rounds, 2½ to 2½ to 3½ to 4 in.**.....@ 127 50  
**Scroll**.....130 — @ 160 —  
**Ovals and Half-round**.....132 50 @ 152 50  
**Band, 1 to 6 in. by 3-16 to No. 12**.....@ 125 —  
**Horse Shoe**.....@ 127 50  
**Rods, 1 to 3-16 in.**.....112 50 @ 155 —  
**Hoop, 1 by No. 22 to 1½ by 13 & 14**.....@ 180 —  
**Nail Rod**.....per lb. — @ 9 —  
**Sheet, Russia, as to assortment**.....(gold) 16 — @ 16 —  
**Sheet, Single D. and T. Common**.....@ 7 —  
**Sheet, Double and Treble, Charcoal**.....@ 7 —  
**Sheet, Galvanized**.....List 15 per ct. disc.  
**Rolls, English**.....(gold).....per ton 70 — @ 72 —  
**Rolls, American, at Works in Penna.**.....@ 85 —  
**Anvils, (Eagle)**.....per lb. currency — 9 —

**STEEL—DUTY:** Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

**English, Cast (2d and 1st quality)**.....per lb. — 13 @ — 22  
**English Spring (2d and 1st quality)**.....@ 10 —  
**English Billet (2d and 1st quality)**.....@ 11 —  
**English Machinery**.....@ 11 —  
**English German (2d and 1st quality)**.....@ 11 —  
**American Billet**.....@ 11 —  
**American, Cast, Tool**.....@ 17 —  
**American, Spring**.....@ 17 —  
**American Machinery**.....@ 11 —  
**American German**.....@ 9 —

**NAILS—DUTY:** Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

**10d. to 6d. Common**.....per keg — @ 5 25  
**8d. and 6d.**.....(gold).....@ 5 50  
**6d. and 7d.**.....@ 5 75  
**4d. and 5d.**.....@ 6 —  
**3d.**.....@ 6 75  
**Cut, 2d and 3d. Fine**.....@ 7 50  
**4d. and 4½d. Sugar Box**.....@ 6 —  
**Cut Spikes, all sizes**.....@ 5 50  
**Horse Shoe, Forged (No. 10 to 5)**.....per lb. — 21 @ — 33  
**Copper**.....@ 2 —  
**Yellow Metal Sheathing and Slatting**.....@ 27 @ — 30

**TIN—DUTY:** Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

**Banca**.....(gold).....per lb. — @ 38 —  
**Straits**.....(gold).....@ 33 —  
**English**.....(gold).....@ 32 —  
**Plates—Fair to good brands**.....(Gold).....Currency.....  
**I. O. Charcoal**.....per box 12 25 @ 12 50 @ 14 75  
**I. O. Coke**.....10 50 @ 11 — 12 50 @ 13 —  
**Coke Terne**.....8 — @ 10 — 10 75 @ 11 75  
**Charcoal Terne**.....10 75 @ 11 25 12 75 @ 13 25

**PETROLEUM—DUTY:** Crude, 20 cents; Refined 40 cents per gallon.

**Crude, 40 @ 45 gravity (in bulk)**.....@ 9 75 —  
**Crude, 40 @ 47 gravity (in shipping order)**.....@ 13 25 — 13 75  
**Refined, Standard White (in ship's order)**.....@ 19 25 — 19 75  
**Refined, S. W. (in jobbing lots)**.....@ 20 25 —  
**Refined, S. W. (in tin)**.....@ 25 25 — 27 25  
**Naptha, Refined, (66 @ 73 gravity)**.....@ 12 25 — 13 25  
**Residuum**.....per gall. — @ 6 25 — 7

**COPPER—DUTY:** Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

**Copper, New Sheathing, (over 12 oz.) per lb.**.....@ 43 —  
**Copper, Bolts**.....@ 45 —  
**Copper, Braziers' (over 16 oz.)**.....@ 45 —  
**Copper, Nails**.....@ 45 —  
**Copper, Old Sheathing, etc., mixed lots**.....@ 23 @ — 30  
**Copper, English Pig**.....@ 30 25 @ 30 75  
**Copper, American Ingot**.....@ 31 — 34

**LEAD—DUTY:** Pig, 2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.  
**Spanish**.....(gold).....@ 6 75  
**German**.....(gold).....@ 6 75  
**English**.....(gold).....@ 7 12 ½  
**Bar**.....@ 9 25  
**Sheet**.....@ 10 50  
**Colwell, Shaw & Willard Tin-Lined Lead Pipe 1.5c per lb.**

**COAL—DUTY:** Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

**Newcastle Gas**.....per ton of 2240 lb. nominal.  
**Liverpool Gas Channel**.....@ 15 — @ 18 —  
**Liverpool House Channel**.....@ 20 —  
**Anthracite (by cargo)**.....per ton of 2,000 lb. 5 — @ 8 —

## New York Stock Exchange.

Actual Sale Prices for the week ending April 2.

	Th. 27.	F. 28.	Sat. 29.	M. 30.	Tu. 1.	W. 2.
Boston, Hart. & Erie...	84	91	94	84	44	44
Union Co.	95	93	93	93	102	102
Central Pacific Co.	103	103	103	103	108	108
Central of N. Jersey...	104	108	103	103	108	108
Chicago & Alton...	112	112	112	112	111	111
.. pref.	113	113	113	113	113	113
.. 1 M.	103	103	103	103	103	103
.. S. F.	103	103	103	103	103	103
.. Inc. bds.	103	103	103	103	103	103
Chicago, Burl. & Q.	111	111	111	111	111	111
.. 8s, 1883	111	111	111	111	111	111
Ohio. & Northwestern	88	88	88	88	87	87
.. pref.	88	88	88	88	87	87
.. 1st M.	100	100	100	100	100	100
.. S. F.	100	100	100	100	100	100
.. Consol.	100	100	100	100	100	100
Ohio, Rock Isl. & Pac.	115	115	115	115	114	114
Chi., R. I. & Pa. 7s, 1896	103	104	104	104	103	103
Clev., Col., C. and Ind.	87	87	87	86	86	86
Clev. & Pittsburg guar.	88	88	88	88	89	89
.. 2 M.	88	88	88	88	88	88
.. 3 M.	88	88	88	88	88	88
.. 4 M.	88	88	88	88	88	88
Clev. and Toledo	88	88	88	88	88	88
.. S. F. 7s	88	88	88	88	88	88
Col., Chi., & Ind. C.	39	39	39	37	39	38
.. 1 M.	91	91	91	91	85	86
.. 2 M.	74	74	74	73	73	73
Del. & Hudson Canal	117	117	117	117	117	117
Del. Lack. & Western	101	101	101	100	100	99
.. 1 M. 7s	103	103	103	103	103	103
.. 2 M. 7s	65	65	65	64	64	63
Erie Railway	65	65	65	64	64	63
.. pref.	75	75	75	74	74	73
.. 1 M. 7s, 1897	98	98	98	97	97	97
.. 2 M. 7s, 1897	101	101	101	101	101	101
.. 3 M. 7s, 1897	101	101	101	101	101	101
.. 4 M. 7s, 1897	101	101	101	101	101	101
.. 5 M. 7s, 1897	101	101	101	101	101	101
.. 7s, con. gold	101	101	101	101	101	101
Great Western 2d mort.	89	89	89	89	89	89
Hannibal & St. Joseph	42	42	41	40	40	40
.. pref.	60	60	60	60	60	60
.. 8s, conv.	85	85	85	85	85	85
Hudson River	88	88	88	88	88	88
.. 2 M. S. F.	88	88	88	88	88	88
.. 3 M. 7s, 1875	118	117	117	117	117	117
.. 7s	118	117	117	117	117	117
Lake Shore & Mich. S. F.	93	93	93	91	92	91
Lake Shore Div. bonds	93	93	93	91	92	91
Marietta & Cin. 1st pref. 24	65	65	65	65	65	65
.. 2d pref.	65	65	65	65	65	65
Michigan Central	105	105	105	104	104	104
.. S. F. 8s, 1882	116	116	116	116	116	116
M. S. and N. I. 1 M. S. F. 105	105	105	105	105	104	104
.. 2 M.	100	100	100	100	100	100
Marietta Mining Co.	100	100	100	100	100	100
.. pref.	100	100	100	100	100	100
Milw. and St. Paul	59	60	60	57	59	58
.. pref.	76	76	76	74	74	74
.. 1st mort.	76	76	76	74	74	74
.. 2d mort.	76	76	76	74	74	74
.. 8s	76	76	76	74	74	74
.. 7 3-10s con.	76	76	76	74	74	74
.. 7s, gold	76	76	76	74	74	74
Missouri & N. W.	93	93	94	93	93	93
.. H. & St. J. 1st	91	91	91	91	91	91
Morris & Essex	90	91	90	90	90	90
.. 1st mort.	90	91	90	90	90	90
.. 2d mort.	90	91	90	90	90	90
N. Y. Cen. & Hud. Riv. 102	102	101	100	101	100	100
.. 7s, S. F. 1876	101	101	101	101	101	101
.. 6s, S. F. 1883	95	95	95	95	95	95
.. 6s, S. F. 1887	92	92	92	92	92	92
N. York and Harlem	135	135	137	136	137	136
.. pref.	135	135	137	136	137	136
.. 1 M. 7s, 1873	102	102	102	102	102	102
N. York N. Hav. & Hart.	80	80	80	80	80	80
N. Carolina 6s, old	80	80	81	80	80	80
.. new	80	80	81	80	80	80
Ohio and Miss.	45	46	46	44	45	45
.. pref.	45	46	46	44	45	45
.. 2d M.	85	85	85	84	85	85
Pacific Mail S. S. Co.	57	57	57	56	56	54
Panama	112	111	116	109	112	110
Pitta, Ft. W. & Chi. 6d.	93	93	93	93	93	92
.. 1 M.	93	93	93	93	93	93
.. 2 M.	93	93	93	93	93	93
.. 3 M.	93	93	93	93	93	93
Quicksilver Mining Co.	40	40	40	40	39	39
St. L., Alton & T. H.	101	101	101	101	101	101
.. pref.	101	101	101	101	101	101
.. 1 M.	101	101	101	101	101	101
.. 2 M. pref.	85	85	85	85	85	85
.. Income bds.	85	85	85	85	85	85
Tennessee 6s, old	80	80	80	80	80	80
.. new	80	80	80	80	80	80
Tol., Wab. & Western	72	72	72	71	72	69
.. pref.	72	72	72	71	72	69
.. 1 M.	95	95	95	95	95	95
.. 2 M.	94	94	94	94	94	94
.. Equipment	94	94	94	94	94	94
.. St. Lon. Div.	90	90	90	89	89	89
Union Pacific	35	35	35	34	34	34
.. 1st mort.	87	87	87	86	86	86
.. L. Gt. 7s	79	79	79	79	79	79
.. Inc. 10s	75	75	75	75	75	75
Virginia 6s, old	44	44	44	44	44	44
.. new	44	44	44	44	44	44
.. consol.	56	56	56	56	56	56
.. def. cort.	14	14	14	14	14	14

## New York Stock Exchange.

Actual Sale Prices for the week ending April 2.

	Th. 27.	F. 28.	Sat. 29.	M. 30.	Tu. 1.	W. 2.
FEDERAL STOCKS:—						
U. S. 6s, 1874, reg.	112	112	112	112	112	112
U. S. 6s, 1874, coup.	112	112	112	112	112	112
U. S. 6s, 10-40s, reg.	112	112	112	112	112	112
U. S. 6s, 10-40s, coup.	112	112	112	112	112	112
U. S. 6s, 1881, reg.	117	117	117	117	117	117
U. S. 6s, 1881, coup.	114	115	115	115	115	115
U. S. 6s, 1881, reg.	117	117	117	117	117	117
U. S. 6s, 1881, coup.	120	120	120	119	119	119
U. S. 6s, 5-20s, reg.	117	117	117	117	117	117
U. S. 6s, 5-20s, c. 1862	117	117	117	117	117	117
U. S. 6s, 5-20s, reg.	117	117	117	117	117	117
U. S. 6s, 5-20s, c. 1864	117	117	117	117	117	117
U. S. 6s, 5-20s, reg.	117	117	117	117	117	117
U. S. 6s, 5-20s, c. 1866	118	118	118	118	118	118
U. S. 6s, 5-20s, r. n. 68	116	116	116	116	116	116
U. S. 6s, 5-20s, c. n. 68	116	116	116	116	116	116
U. S. 6s, 5-20s, reg.	118	118	118	118	118	118
U. S. 6s, 5-20s, c. 1867	118	118	118	118	118	118
U. S. 6s, 5-20s, reg.	118	118	118	118	118	118
U. S. 6s, 5-20s, c. 1868	118	117	117	117	117	117
U. S. 6s, 5-20s, c. 68	118	117	117	117	117	117
U. S. 6s, Pac. RR Issue	114	114	114	113	113	113

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 1.

	W. 28.	Th. 27.	F
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**Boston Stock Exchange.**

Actual Sale Prices for the week ending April 2.

	Th. 27. F. 28. Sat. 29. M. 31. Tu. 1. W. 2.				
Boston and Albany	149	148	149	149	148
Boston and Lowell	120	120	119	119	119
Boston and Maine	120	120	119	119	119
Boston and Providence	120	120	119	119	119
Boston, Hartford & Erie	120	120	119	119	119
7a, new	40	39	39	38	38
Cheshire, pref.	76	76	76	76	76
Chi. Burl. & Quincy	111	111	111	111	110
Concord	108	108	108	108	108
Connecticut River	108	108	108	108	108
Eastern	108	108	108	108	108
Fitchburg	108	108	108	108	108
Manchester & Lowell	108	108	108	108	108
Michigan Central	108	108	108	108	108
Northern, N. H.	111	110	110	110	110
Ogdens. & Lake Champ.	111	111	111	111	111
Old Colony	111	111	111	111	111
Ph. Wil. & Baltimore	56	57	57	57	57
Port'd, Saco & Ports.	56	57	57	57	57
Union Pacific	56	57	57	57	57
6a	85	86	85	85	85
Land Grant 7a	76	76	76	76	76
Income 10a	76	76	76	76	76
Vermont & Canada	59	59	59	59	59
Vermont & Mass.	59	59	59	59	59
South Boston (Horse)	60	60	60	60	60
Cambridge	100	100	100	100	100
Metropolitan	100	100	100	100	100
Middlesex	100	100	100	100	100
Central Mining Co.	27	27	27	27	27
Copper Falls	74	74	74	74	74
Franklin	74	74	74	74	74
National	11	11	11	11	11
Pewabic	46	46	46	46	46
Quincy	46	46	46	46	46

**London Stock Exchange.**

	Closing	Prices
	Mar. 7.	Mar. 14.
Atlantic & Gt. W. 1st mort., \$1,000	80	81
Do. 2d mort., \$1,000	72	74
Do. Con. mort. B'nds Bisch's Cert.	50	51
Do. Reorg. Scrip.	97	99
Do. Leas. Lines, Rental Bonds	93	94
Detroit & Milwaukee 1st mort. Bonds	75	80
Do. 2d do.	75	80
Erie shares 100 dol. all paid	52	52
Do. Ticket of Protec. Com. attached	98	97
Do. 6 per cent Convertible Bonds	98	97
Do. European Agency Certificates	98	97
Illinois Central \$100 shares all paid	97	98
Do. Redemption mort. bonds 6 p.c. 100	100	102
Illinois & St. Louis Bridge 1st mort. 100	100	102
Marietta and Cincinnati Rail. Bonds	84	88
Michigan Central 8a 1882, conv.	90	95
Panama 2d mort.	95	97
Panama General mort.	95	97
Pennsylvania, 2d mort.	100	102
Do. General mort.	97	98
Do. \$50 shares	48	49
Philadelphia and Erie 1st mort.	97	99
Do. with option to be paid in Phila.	97	99

**American Railroad Journal.**

Saturday, April 5, 1873.

**Stock Exchange and Money Market.**

The week has been a memorable one in Wall Street. Money has been extraordinarily close and active; Gold, very excited and higher; foreign exchanges, wholly unsettled most of the time; and Stock values greatly disturbed, on an extensive business. The operators for an advance in Gold, and depression in fund and stock prices, had substantial control of the general market on Monday, and manifested their power very significantly. Gold was suddenly advanced, Money on call was made excessively dear, and on the Stock Exchange dealings, there was an evident fall in quotations on most of the speculative favorites. The call loan rates on that day went up to fully  $\frac{3}{4}$ ths of one per cent, for the use of Money for twenty-four hours. The exactions in this line on Tuesday, were almost, if not quite, as oppressive. The amount of Stocks which are being carried over at extravagant rates ( $\frac{3}{8}$  to  $\frac{1}{2}$  per cent a day,) would seem to be on the increase. It is probable that a large amount of certain Stocks, hypothecated until recently under loans of London credits made in January and February, have come upon

the Street for Money facilities, on the chances and at heavy cost, of being accommodated from day to day. The London credits have undoubtedly been liquidated to a large amount, and renewals declined for the present, so that the total now running, and soon to run off, is estimated as low as £2,000,000 sterling, or only \$10,000,000. Under this change in the means of carrying forward the speculation in Western Telegraph and some of the New York and Western Railroad Stocks, the increased cost of Money to the Stock Exchange, generally, is enhanced. The city banks have been weakened in their reserves through the week, though toward the close, the turn is in their favor, some of them reporting the influx of moderate amounts of Money, from the interior. There has been a very moderate movement noted in the discount line, and the better grades of commercial paper have been rated at from 8@12 per cent per annum for the choicest names. The city banks, last week, lost about  $1\frac{1}{4}$  millions of their specie reserve while adding nearly half a million to their legal tender hoard. Their deposits were further cut down nearly  $1\frac{1}{2}$  millions, and their loan and discount averages reduced nearly  $\frac{1}{2}$ ths of a million. The banks are once more deficient in their obligatory reserve, the last statement showing that they had \$377,200 less than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made an addition of nearly half a million to its coin balance, while losing about  $1\frac{1}{2}$  millions of currency. Its currency reserves at the close of the week were \$16,906,320; and its coin hoard, \$39,184,340.

The cash balances of the Treasury Department on Wednesday were as follows; Currency, \$2,600,000; Coin, \$69,500,000; Certificates, \$24,100,000.

The Secretary of the Treasury has called in all the outstanding Three per cent certificates, amounting to \$325,000, interest to cease May 31.

The city banks, in their latest return, show an increase of \$425,600 in legal tender notes, with a decrease of \$1,293,200 in their specie, and a reduction of \$1,114,800 in their deposits, also a contraction of \$850,100 in their loan and discount averages, and an addition of \$22,100 to their item of circulation. The city bank exchanges, last week, averaged  $106\frac{1}{2}$  millions.

The clearances of the banks averaged through the week  $106\frac{1}{2}$  millions a day, and amounted in the aggregate, for the whole week, to \$640,361,782 as against \$658,903,673 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance \$1,329,308 and enlarged its coin reserve \$464,118 as the result of the week's business.

The specie reserve of the city banks according to the latest return is \$16,179,100, against \$21,384,700 same time last year. The city bank deposits are now \$193,508,700 against \$203,058,800, week ending March 20, 1872. The legal tender reserve amounts to \$38,729,800, against \$41,649,700 same time last year. The circulation now stands at \$27,635,710 against \$28,019,400 same time last year. The loans are now \$274,348,700 against \$276,767,400 at this date last year.

The coin reserve of the city banks is now about  $16\frac{1}{2}$  millions as against about  $25\frac{1}{4}$  million on the 20th of last July; the legal tender reserve is about  $38\frac{3}{4}$  millions against about  $55\frac{1}{2}$

millions on the statement of June 15th; and the deposits are now about  $193\frac{1}{2}$  millions, against  $47\frac{1}{2}$  millions on the 20th of July.

The U. S. Sub-Treasury office last week received \$3,322,163 of currency, and \$1,861,586 of gold, the latter including \$2,967,000 from customs; and disbursed \$4,651,480 of currency and \$4,397,468 of gold, the latter embracing \$376,353 of coin interest. The total receipts of the office in March were \$46,871,848, including \$12,327,366 from Customs; total payments \$51,671,414, including \$1,918,101 of coin interest.

Government revenues were moderate in their yield, during the week. The excises yielded within the week  $1\frac{1}{2}$  millions, and thus far in the current fiscal year beginning with July 1, 1872, \$85,570,739. The customs at the port of New York, for the week, were \$2,925,292, and at the outports, about \$950,000 more, in coin or coin certificates.

Gold advanced to  $118\frac{1}{2}$  on Monday, a very brisk and excited movement, almost wholly speculative, under the manipulations of the operators for a rise, who are said to have acquired control of the bulk of the floating supply of the precious metal, outside of the hoard in the Treasury Department. The upward movement was aided by the rise in the Bank of England rate for Money, and the extensive short interest in the local market. There was nothing in the Treasury programme for April, or in the look of the Foreign Exchanges, to justify the sharp rally in price, but the Bulls in the Gold Room have had great success in alarming the Importers and other parties who have been borrowing Gold, of late, to meet their engagements for Customs and Exchange, as to what the price may possibly be later in the season. The opinion has been growing for some time past that we are to have higher Gold this Spring and Summer than in 1872 or 1871, and speculators are not, of course, slow to take advantage of this feeling. There was not much of an export call for specie, and the Customs drain, was not more than a fair average at this season. The Treasury advertises to sell \$6,000,000 of Gold in April. By the 20th of the month the Department will probably anticipate the payments of Gold Interest due May 1. These will amount, at all the Sub-Treasuries, to \$17,300,000. On the other hand, the Customs demand for Gold for the month will amount to about \$11,500,000 at New York, and \$4,500,000 at the out-ports. The Gold Notes of the City Bank Averages have been drawn upon pretty freely to pay Customs. This was partly compensated by the sale of \$1,500,000 from the Treasury, which went into Bank on Friday of last week. The later dealings indicated a much less confident temper in the speculative movement, influenced, in part, by the report of a further decrease of \$1,644,059 in the public indebtedness, during March, as shown by the 1st of April Treasury exhibit. The range of the price during the week has been from  $115\frac{1}{2}$  to  $118\frac{1}{2}$  and the closing quotation on Wednesday was  $117\frac{1}{2}$  against  $116\frac{1}{2}$  on Wednesday of the preceding week. The specie outflow last week, was \$676,712. The Gold Exchange Bank clearances have averaged about  $118\frac{3}{4}$  millions per day during the week. Wednesday's clearance were up to \$172,317,000.

The customs demand for Gold last week, averaged \$494,500 a day. The arrivals of specie from

Europe, Havana and foreign other ports thus far in 1873, have been \$627,834 against \$535,210 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been \$103,566,583 against \$120,385,925 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, \$61,120,440, against \$62,117,154 during the same time in 1871-2.

The export drain of specie was \$748,012 last week, against \$609,196 same week preceding year. The shipments since July 1, 1872, have been \$49,528,173 against \$27,914,906 during the same portion of 1871.

The foreign exchange market has been very unsettled, through the week, the wide fluctuations in Gold, and the severe stringency in the Money line operating against steadiness in the exchanges. Toward the close, a freer sale was noted for bills, but at very low figures. Bankers' sixty day bills on London closed at 107½@107¾; sight bills on London, at 108½@108¾. The week's exports of Domestic Produce have been to the currency value of \$5,861,289.

Government securities have been pressed for sale, by operators, needing Money, and have declined in price, leading to a more active business. The later dealings show a steadier movement, favored by the 1st of April public debt exhibit, which shows a further liquidation of about 1½ millions.

Government proposes, under the April programme of the Treasury Department, to sell during the month at least six millions of Gold as follows: Thursday, April 3, \$1,500,000; Thursday, April 10, \$1,500,000; Thursday, April 17, \$1,500,000; Thursday, April 24, \$1,500,000. And to buy in a million of Five-Twenty bonds, as follows: Wednesday, April 9, \$500,000; Wednesday, April 23, \$500,000.

U. S. sixes of 1881 closed on Wednesday of this week at 119¼@119½. U. S. Five-Twenties of 1862, 115¼@116½; U. S. Five-Twenties of 1864 at 116¼@116½; U. S. Five-Twenties of 1865, 117½@118; U. S. Five-Twenties of 1865 consolidated 115¼@116; U. S. Five-Twenties of 1867, 116½@117; U. S. Five-Twenties of 1868, 116½@117¼; U. S. Ten-forties at 111¼@111½; U. S. Fives of 1881 (Funding Loan) 113½@114½; Six per cent. currency Sixes from 113½@114.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 19.	March 26.	April 2.
Consols .....	92¾	92¾	92¾
U. S. 5-20s, 1855....	93½	94½	94½
" 1867 .....	93½	93¾	93¾
" 10-40s .....	89	89¼	89¼
New Fives of 1881....	90½	91¼	91
Erie .....	52¼	51¾	51¾

State bonds have been in less demand at easier and irregular prices, though closing rather more steadily.

There has been a fair demand noted for the Railway Mortgages which have shown remarkable firmness in view of the Money pressure. Central Pacific Sixes have been in good demand closing firmly at from 102¼@103¼. Chesapeake and Ohio Sixes have been in fair request at 87½ and interest. Western Pacific Sixes have been selling to a fair extent at 94¼@95. The Northern Pacific

7-30 Loan has been attracting a liberal share of attention from buyers at par and interest.

The Railway and Miscellaneous share speculation has been unusually brisk, but the fluctuations in price have been frequent, and violent, Monday's operations showing a very serious depression of values, influenced by the Gold excitement, and the extraordinary stringency in the Money line. The later transactions indicated reviving confidence, though the continued Money pressure was decidedly against buoyancy.

General business has been less satisfactory as to the magnitude of the dealings, as also as to values. The financial disturbances were against commercial activity. Breadstuffs closed weaker. Provisions unsettled. Middling upland cotton, closed on Wednesday at 19¾@20 cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,026,398 bales, against 2,252,223 bales same time in the preceding year; exports 1,864,520 bales against 1,546,561 bales in the previous year; stock at the ports at latest dates, 587,962 bales against 422,490 bales same date 1871.

There has been less animation in the line of foreign goods, the extraordinarily severe Money pressure and the disturbances in the line of Gold and Foreign Exchanges operating against free dealings. Values, however, were comparatively well supported. The week's imports amounted to \$13,884,598, including \$3,531,657 of dry goods.

Ocean freights have been moderately active, since our last. Room on the berth has been in light supply and rates have been well supported. Vessels on charter have been offered more freely especially for the Petroleum trade, and on rather easier terms. Recent arrivals added considerably to the available supply of tonnage.

At the Live Stock Markets, Beeves have been in fair request at from 9¼@14½ cts. Veals in moderate demand and quoted heavy at 7@11 cts.; Sheep at (from 5½@8½ cts.; Swine at 6¼@6¾ cts. per lb., all live weight. The week's receipts were 8,687 Beeves, 1,280 Veal Calves, 13,704 Sheep and Lambs, and 30,840 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Western Pacific R. R. bonds, 94¾; Cedar Falls and Minnesota 1st mort., 82; Ohio and Miss. 7s, consol., 92; Boston, Hartford and Erie 1st mort., 38½; Lafayette, Bloomington and Mississippi 1st mort., 86; Toledo, Peoria and Warsaw 1st mort., E. D., 91; do. W. D., 88; Buffalo, New York and Erie 1st mort., 95; Albany and Susq. R. R., 93½; do. 2d mort., 96½; Long Dock bonds, 95½; Buffalo and Erie 7s, new, 95; Louisville and Nashville 7s, consol., 1898, 91½; Mil. and St. Paul 1st mort., La C. div., 89½; do. 7s, Iowa div., 86; Gt. Western 1st mort., 1888, 94; Cleve., Cin. and Ind. 1st mort., 103; North Missouri 1st mort., 91; St. Louis and Iron Mt. 1st mort., 95; Cleve., Paines and Ash. 7s, new, 97; Central of New Jersey 1st mort., new, 104; Pacific R.R. 7s, guar., by Mo., 97; New Jersey Southern R. R., 32; do. 1st mort., 75; Atlantic and Pacific pref., 25½; Chicago and Alton scrip, 97; Pacific R. R., of Mo., 52; do. 2d mort., 79½; Burlington, Cedar Rapids and Minnesota 1st mort., 89½; Nashville and Decatur 1st mort., 88½; Western Union Tel., 83½; do. 7s, 100; Quicksilver pref., 50; Consol. Coal of Md., 55½; American Coal, 50;

Maryland Coal, 25; Cumberland Coal and Iron, 96; New Central Coal, 45¾; Spring Mt. Coal, 61; Am. Mer. Union Exp., 68¾; U. S. Exp., 75; Adams Exp., 93¾; Wells-Fargo Exp., 83; Mari-rosa L. and M., 14; Atlantic M. S. S. Co., 3; N. Y. State 6s, 1873, 105½; do. 7s, B. L., reg., 106½; Georgia 7s, 89; South Carolina 6s, new, Jan. and July, 17½; do. Apl. and Oct., 22; Arkansas 6s, fund act, 39; North Carolina 6s, special tax, 13; Brooklyn 6s, W. L., 94.

Philadelphia.—Pennsylvania R. R. allotment, 54½; Nesquehoning R. R., 54; Catawissa pref., 33; do. 7s, new, 101; Philadelphia and Reading Gen'l mort. 7s, reg., 103¾; do. coupon, 102; do. 7s, new conv., 105; Harrisburg and Lancaster R. R. 6s, 92; Warren and Franklin 1st mort. 7s, 82½; Lehigh Nav. conv. gold loan, 90¾; West Jersey R. R. 6s, 95¼; do. 7s, 104½; Lehigh Valley 7s, new, 104; Pittsburg, Cincinnati and St. Louis 7s, 75; Allegheny Valley 7 3-10s, 91½; Pennsylvania and New York 7s, 97; Pittsburg City 5s, 72¾; Pennsylvania State 5s, 1877, 101. The latest quotations are: City 6s, 97@97; do. free of tax, 101½@101¾; Pennsylvania State 6s, 1st series, 100@102; do. 2d series, 107½@107¾; do. 3d series, 108¾@109; Philadelphia and Reading 57½@57¾; do. Gen'l mort. 7s, coup., 101½@101¾; do. reg., 103½@104; do. mort. 6s, 1880, 94@—; do. 7s, new, conv., 104¼@105; United New Jersey R. R. and Canal Co., 119½@119¾; Camden and Amb-oy mort. 6s, 1889, 96@96¼; do. 1883, 90@91; do. 1889, 88@89; Pennsylvania R. R., 56¾@57; do. allotment, 54@54½; do. 1st mort., 99¼@100; do. 2d mort., 96@98; do. General mort. coupon, 91@91½; do. reg., 93¼@93¾; Little Schuylkill R. R., 46½@47; Morris Canal, 50@50; do. pref., 122@123; do. 6s, 92@97; Susquehanna Canal, 7@10; do. 6s, 73@75; Schuylkill Nav., 7@7½; do. pref., 13¾@14½; do. 6s, 1882, 74@74¾; do. 1872, 79@79; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 95@—; do. 5s, 59@61½; Lehigh Coal and Navigation, 37½@37¾; do. 6s, 1884, 86½@87; do. R. R. Loan, 99¾@93¾; do. Gold Loan, 90½@90¾; North Pennsylvania, 45@46½; do. 6s, 95@96½; do. 7s, 97@98; do. Chatte 10s, 105@—; Philadelphia and Erie, 25½@26¼; do. 6s, 91@91½; Minehill, 51½@51¾; Catawissa, 20½@21¾; do. pref., 44@44¾; do. new pref., 32¾@33½; do. 7s, 1900, 100@101¼; Lehigh Valley, 59½@59¾; do. 6s, new coupon, 96½@98; do. reg., 97@98½; do. 7s, 103@104; Fifth and Sixth streets, (horse), 51@51½; Second and Third, —@58¾; Thirteenth and Fifteenth, 18@23; Spruce and Pine, 31½@32; Green and Coates, 49@50; Chestnut and Walnut, 59@60; Hestonville, 18¾@19; Union, —@73; Germantown, 30@—.

Boston.—Chicago, Burlington and Quincy 7s, new, 93½; do. Rights, 5 50; do. bond rights, 23; Eastern R. R. 7s, 1882, 100¾; Atchinson, Topeka and Santa Fe R. R., 24; do. 1st mort. 7s, gold, 74¼; Old Colony R. R. 6s, 1879, 97; Cedar Rapids and Missouri 7s, 1916, 87¼; Boston, Concord and Montreal 6s, 1889, 93; Burlington and Missouri R.R. in Iowa, 110½; do. 8s in Nebraska, old, 100½; Vermont Central and Vermont and Canada, 8s, 1875, 76; Little Rock and Ft. Smith 7s, L. G., 25¼; Vermont Central 2d mort., 9¾; Housatonic R.R. pref., 110; Summit Branch, 42; Rutland R. R., 9¾; do. pref., 40; do. scrip No. 3, 88; Connecticut and Passumpsic Rivers R. R.,



pref., 89; Cincinnati, Sandusky and Cleveland R. R., 18; do. pref., 35¼; do. 6s, 1900, 77¼; Boston and Lowell R. R., new, 109¼; Portsmouth, Gt. Falls and Conway R. R., 95; do. 7s, guar., 98¾; Prov. and Wor. R. R., 142¾; Norwich and Worcester R. R., 127¼; Eastern (N. H.) R. R., 101; Massawippi Valley R. R., 84¾; Cary Imp., 13¼; Boston Land, 7¾; East Boston Co., 20; Boston Water Power, 37; Waverly Land, 4½; Michigan Central R. R. scrip, 104¼; New Hampshire 6s, 1902, 98; Massachusetts 5s, 1894, gold, 99¾; do. reg., 98; do. 6s, 1874, gold, reg., 112¾; do. 1876, gold, 110; Maine 6s, 1889, 98¾; Hartford 6s, 1879, 94; Chicago 7s, 1895, 98¼; do. 1891, 94¼; St. Louis 6s, 1888, 89¾; Bath 6s, 1891, 89¼; Boston 6s, 1875, currency, ind., 98¾; Providence 5s, 1900, gold, 95½; Portland 6s, 1887, 95; Charlestown 6s, 1891, 94¾; Allouez Mining Co., 20½; Calumet and Hecla, 153½; Dana, 1; Eagle River, 13½; Humboldt, 17½; International Silver, 1; Mesnard, 2½; Rockland, 2½; Ridge, 10¼; St. Clair, 3; Shuniah Silver, 1½.

Baltimore.—Northern Central 6s, 1900, gold, 91; Central Ohio 1st mort., 86; Orange, Alex. and Manassas 7s, 81; Orange and Alexandria 4th mort. 8s, 80½; Virginia Consols, coupons, 80½; do. peelers, 52; Atlantic Coal, 2.25. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80½@82; Pittsburg and Connellsville 7s, 1898, 92½@92¾; Baltimore and Ohio, 178½@178¾; do., 6s, 1875, 97¾@98; do., 1880,—@96; do., 1885, 95@—; Parkersburg Branch, 11@—; Northern Central, 37½@38; do. 6s, 1885, 91½@92½; do., 1900, 86@87; do., 6s, 1900 gold, 91½@91¾; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 90@96; Marietta and Cincinnati 1st mort. 7s, 1892, 99¼@99¾; do., 2d mort., 7s, 90¾@91¼; do., 3d mort., 8s, 88@84; Central Ohio, 41¼@43; do. pref., 42@43; do. 1st mort., 86@86¼; Western Md. 1st mort. 6s 1890,—@92; do. 1st mort. guar., 97@97½; do., 2d mort. guar., 97@97¼; do. 3d mort., guar., 96@97; do. 2d mort pref., 79@83; do., 2d mort. guar. by Washington Co., 79@83¾; Richmond and Danville 1st mort., 77½@78½; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort. 6s, 86@—; do., 3d mort. 8s, 91@96; do., 4th mort. 8s, 80¼@80½; Orange, Alex. and Manassas 7s, 80½@81¼; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77@80; do. 8s, 3d mort., 87¾@88½; Baltimore 6s, 1875, 99¾@99¾; do., 1884, 98½@99; do. 1886, 98@98½; do., 1890, 97@97¼; do., 1893, 97@97; do. 1893, exempt, 99¾@100; do., 1900, exempt, 96@97½; do. 1900, new, 98@98½; do. 1902, 98@99¼; Memphis City 6s, 57@59½; Maryland Defense Loan, 1883, 104@104½; Virginia 6s, old, 40@45; do. coupons old, 39@41; do. consol. 6s, 52@53½; do. reg. 51@53; do. coupons, 80¼@—; West Virginia, 14@15; City Passenger R. R., —@21¾; George's Creek Coal, 118@124.

THE name of FAIRBANKS is identified with the weighing of the world. In 1830 a Scale manufactory was established at St. Johnsbury, Vt. From small beginnings, their business has increased till their factories cover acres of ground and upwards of 600 men are constantly employed. At first their orders were confined to this country alone, but to-day the whole world is weighed in the FAIRBANKS BALANCE.

OFFICE OF FISK & HATCH,  
No. 5 NASSAU-ST., NEW YORK, Mar. 31, 1878.

The SIX PER CENT GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY, being secured by a First Mortgage on a completed Road—which is one of the great East and West Trunk Lines, commanding a large through business, and which, from the immense Mineral, Agricultural, and other valuable resources of the country it traverses, is assured of a very remunerative local traffic—are among the most substantial and satisfactory investment securities in the market; and, at the present price, 87½ and accrued interest, yield a liberal rate of interest on their cost.

They are in denominations of \$100, \$500, and \$1,000, coupon and registered; interest payable May and November; principal and interest in gold coin in New York.

We also buy and sell at current market rates, the WESTERN PACIFIC SIX PER CENT GOLD BONDS originally negotiated by us, and now quoted at the Stock Exchange, and widely known as favorite securities in the principal money markets. Coupon bonds of \$1,000; interest payable January and July; principal and interest payable in gold in New York. Price to-day is 94¾@95.

We buy and sell GOVERNMENT and CENTRAL PACIFIC BONDS, receive deposits, on which we allow interest, make collections, and do a general banking business.

FISK & HATCH.

Pittsburgh, Ft. Wayne and Chicago Railway.

The annual meeting of the stockholders of this company was held in Pittsburgh on the 19th ult. After the organization of the meeting, the President submitted a verbal report in which he stated that among the most important matters transpiring during the year was the decision of the Supreme Court of Ohio in what was known as the *quo warranto* case, which was brought for the purpose of compelling the company to show by what authority they exercised the rights of a corporation in that State. The decision was adverse to the interests of the company in some particulars and decidedly favorable in others. It was adverse because it decided that the company was not a corporation of Ohio, but a foreign company. The favorable part of the decision was that the Court held that it could enjoy all the rights accorded to other corporations in the State, subject to provisions of the law.

Passing from this point the President stated that under the authority given by a resolution that "Betterment Bonds" to the aggregate of \$2,000,000 had been issued to the lessees to reimburse them for repairs and for bettering the condition of the road. The lessees asked for authority to spend \$2,000,000 additional for adding to the rolling stock of all kinds, enlarging the shops, purchasing new tools, and making extensive repairs, etc., and the Board had asked for it. It was not expected that all the improvements and additions would be made during the present year, but they would be by the close of the ensuing year.

The lessees report that the aggregate net earnings for the year of the road, exclusive of the two branches reached \$9,839,000, and the total, including the two branches were \$10,336,000, or five times as much the General stated, as he ever

expected they would reach when he assumed charge of the consolidated roads in 1856. The rents and interest have been paid promptly by the lessees.

The President stated that another very important question had been raised since the decision of the Supreme Court of Ohio, previously referred to, had been rendered. It was whether under that decision the Ohio stockholders would be compelled to list their stock in that State for taxation. If they were, it would force the stockholders to relinquish their stock, which would be alike prejudicial to their interest and a loss to the State. Legal gentlemen had been consulted, and the opinion expressed by them was that the affirmative view of the question was untenable. The State would tax the property of the company as heretofore, and if the stockholders were compelled to pay taxes on their stock they would be paying twice on the same property. He thought, therefore that the Ohio stockholders would not be required to list their stock in that State.

Better progress had been made in bringing the legal business of the company, pending at the time of the lease, to a termination. Two or three suits had been closed, but as many new ones, some more important than those concluded, had been terminated.

There had been paid during the year, of old debts, a little less than \$150,000, the main item of which sum was the amount due the Cleveland and Pittsburgh road on a contract for a division of receipts.

The President then referred to the effect of the past winter on railroads and machinery, and remarked that the past four months were the most severe ever experienced since railroads were first operated in this country. The Pittsburgh, Fort Wayne and Chicago Railway had met the fate of other roads, the track having been injured and the machinery impaired. The lessees promise that as soon as the weather will permit the track will be put in first-class condition and the machinery restored.

Reference was then made to the extraordinarily large amount of business which had been and is being thrown upon railroads, the necessity of providing additional facilities in the way of tracks, sidings and equipment in order to accommodate the business offered. The lessees of the road recognizing this necessity had asked authority to construct a double track along the entire length of the road. The request had not yet been acted upon by the Board, but would be at an early day.

The President concluded by stating that the points referred to embrace all that would be alluded to in the written report, although they would be given more in detail.

After the report had been submitted, a resolution was adopted that the election of three directors be proceeded with. The election was by ballot, and resulted in the selection of the following gentlemen, who will serve for the ensuing four year: Wm. B. Ogden of Chicago; Jesse L. Williams, Fort Wayne; Louis H. Meyer, New York.

General Geo. W. Cass was continued as President, and F. M. Hutchinson, Esq., as Secretary and Treasurer of the company.

The meeting then adjourned.

## Journal of Railroad Law.

## RAILROAD COMPANIES—LIABILITY OF FOR INJURY TO A SERVANT, RECEIVED THROUGH NEGLIGENCE OF A FELLOW SERVANT.

The facts of the recent case of Chicago and Alton Railroad Company *vs.* Murphy, (53 Ill. 336), are fully and clearly stated in the following opinion by—

LAWRENCE, J.—This is an action brought by the appellee, as administratrix of James Murphy, deceased, against the appellants for wrongfully causing the death of said Murphy, who was at the time in appellant's service. There is no dispute in regard to the facts. The deceased was one of several workmen, under the immediate charge of one Hill, as foreman, whose duty consisted in examining all trains on their arrival at the railway station in Bloomington, and making all needed repairs. He and a fellow laborer had been engaged in "jacking up," and repairing a car in a freight train, and having finished his work had started for the shop where they kept their tools, when, in passing down between the rails of the main track, he was overtaken and struck by a switch engine, and so injured that he soon after died. The switch engine was constantly engaged on the station grounds, and although under the immediate control of the yard master, it was used for whatever purpose it might be required, and among others, for switching such car or cars as were to undergo repairs by Hill's men. In that way it was more or less connected with the work in which deceased was engaged, and the engineer managing this engine and the men of Hill's "repair gang," as it was called, were strictly fellow servants of a common master, having different functions, it is true, but engaged in the same general department, to wit: the doing of the needed work upon the depot grounds for the purpose of despatching the various trains. If a car in a train which had just arrived, was found to need repairs, Hill would advise the yard master, and the latter would have the switch engine place the car in such a position in the yard as he might think proper, when Hill's men would make the necessary repairs.

Under the circumstances, we are wholly unable to hold, as insisted by counsel for appellee, that the deceased and the engineer were not fellow servants in such a sense as to subject them to the well established rule exempting the common master from liability in cases of this character. Admitting, as we do, the carelessness of the engineer upon the switch engine, in neglecting either to ring the bell or blow the whistle, and waiving the question as to whether the deceased was not chargeable with equal negligence, we are clearly of opinion that this case can not in principle, be distinguished from the former cases decided by this court, in which we held, under an analogous state of facts, that no recovery could be had. It is true, we said in Chicago, and Alton R. R. Co. *vs.* Keefe, 47 Ill., 108, that the duties of an employee of a railway company might be so entirely distinct from all occupation upon its trains, as to leave him at liberty to pursue the usual legal remedies for injuries received while a passenger, and we instanced the case of a book-keeper in a railway office, injured upon a train through the carelessness of the engineer. We have no wish to modify what was there said, and we have shown

in the opinion pronounced in the case of Labor *vs.* The Chicago, Burlington and Quincy R. R. Co., 51 Ill., 401, that we are not disposed to extend the exemption from liability claimed by railway companies under this rule where one employee has been injured by the negligence of another. In the last named case, we held the company liable on the ground that the plaintiff had been employed to do work only ordinarily hazardous, and had been required to perform other work, for which he was not engaged, and which was extra hazardous. But there is nothing in either of those opinions which would make the appellants in this case chargeable with damages; and to hold the company liable, would be to disregard the almost uniform current of authorities, both in the American and English Courts. It is, of course, not easy to define who are to be considered fellow-servants, in the sense of this rule, with such perfect accuracy that doubtful cases will not occur; but in our opinion the principle announced in one of the instructions asked by the defendant, is correct. That instruction was as follows:

"If the jury believe, from the evidence, that both the deceased and the engine driver, at the time deceased was injured, were in the employment of the railroad company, and that their ordinary occupations in such service bore such relations to each other, that the careless or negligent conduct of the engine driver endangered the safety of the deceased, then such danger was incident to the employment of the deceased, and the plaintiff cannot recover in this case."

This instruction was refused, perhaps because the court considered its substance was embodied in one of those given for defendant, but in that event the court should have set aside the verdict as against the instructions. When the ordinary duties and occupations of the servants of a common master are such that one is necessarily exposed to hazard by the carelessness of another they must be supposed to have voluntarily taken the risks of such possible carelessness when they entered the service, and must be regarded as fellow servants, within the meaning of this rule. The fact that the engine driver received his orders from the yard-master, and the deceased received his from the foreman of the repair gang, we can not consider material in this case. They were still the fellow servants of a common master working in the same place, to subserve the same interests, and with their occupations so related to each other that the safety of the deceased necessarily depended to a greater or less extent upon the care of the engine driver, and this he must have known when he entered the service.

We do not deem it necessary to dwell further on this case; but besides the cases heretofore decided by this court we refer to the following authorities, cited by counsel for appellants, as fully sustaining the views here expressed. *Lovegrove vs. London, Brighton and South Coast Railway Company*, 111 E. C. L., 699. *Morgan vs. Vale of Neath Railway Company*, Law Reports, Q. B., vol 1. p. 149. *Tunney vs. Midland Railway Company*, Law Reports, C. P., vol. 1, p. 291.

A new trial should have been granted by the court. The judgment must be reversed and the case remanded.

Judgment reversed.

## Boston, Hartford and Erie Railroad.

The Boston *Advertiser* gives the following view of the effect of Judge Shepley's decision in the United States Circuit Court in the Boston, Hartford and Erie Railroad litigation:

It is now only a few weeks since the bill in equity of the Erie Railway Company was filed in the Circuit Court for the District of Massachusetts. The substantial purpose sought in that bill was to establish a lien in favor of the complainants upon the franchise and assets of the Boston, Hartford and Erie Company, which lien was claimed to be paramount to, or at least concurrent with, the lien created by the Berdell mortgage in favor of the bondholders. As a subordinate or preliminary step to procuring the main relief sought, an application was made for an injunction to be granted against the trustees under the mortgage, and against the assignees in bankruptcy.

The complainants were especially anxious to prevent the formation of the new corporation by the bondholders, which, unless thus stayed by an order of court was known to be imminent. They asked, therefore, that the trustees should be enjoined from advancing further in the process of foreclosure by summoning a meeting for this purpose. This was the chief object which they had in view. It was also a part of their prayer that the assignees should be enjoined from selling the equity of redemption. But this was a point of much less importance. The main purpose was gained if the organization of the company could be interrupted.

The hearing and the opinion of the court bore upon this application only. The respondents insisted as their first point, that the court had no jurisdiction in the premises. Upon this, however, the court overruled them. But having asserted his power, it remained for the judge to decide whether or not the complainants had shown such a state of affairs that he ought to exercise it for the purpose of preventing or delaying the foreclosure. But he failed to see that the lien of the complainants, if in fact it had any existence, could be in any way affected by the expiration of the time for the completion of the foreclosure, and the formation of the new corporation. Upon this substantial ground he rested his refusal to grant the injunction prayed for against the trustees. There was no necessity for it; it could achieve nothing.

The injunction sought against the assignees was denied on the ground that the request was not properly before the court.

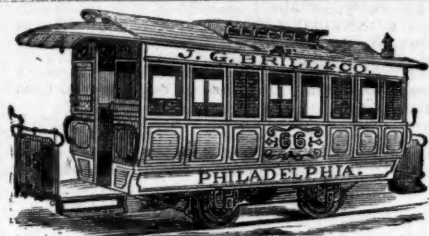
The position in which matters are left is therefore simply this: The bill of the Erie Railway seeking to establish the lien as against the Berdell bondholders is still pending. The question whether or not such a lien exists has not been brought before the court, and of course has not been the subject of any expression of judicial opinion. This litigation remains to be pursued in the future. The bondholders are now free to form the new corporation according to the terms of the mortgage, and to supersede the trustees in operating the road. This they will do forthwith. Had the court granted instead of denied the motion for an injunction, the new company could not have been formed, at least for an indefinite period, and the trustees would have continued to exercise their present functions. This is in substance the whole meaning and effect of the decision. The new company may be formed and may take possession of the franchise and assets. Meantime the Erie Railway may continue to urge its claims set forth in its bill. If it shall ultimately establish its lien upon the corporate property, it can enforce that lien against the new company as effectually as it could have enforced it against the trustees, as effectually against the purchasers of the equity of redemption as against the assignees in bankruptcy who now hold that equity.

From a statement lately published by the Italian Minister of Public Works, it appears that the total length of railways open in Italy at the



end of 1871 was 6,398 (about 4,000 miles) chilometri, and at the end of 1872, 6,753, showing an increase of 355 chilometri, of which 118 were Ligurian, 20 Calabresi, 18 Meridionale, 62 Romane, 35 Alta Italia, and 102 Sardinian.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending March 22, at 273,214 tons, and for the coal year at 3,071,201 tons, against 3,045,994 tons to corresponding time last year, being an increase of 55,307 tons. The bituminous tonnage for the week is 39,599 tons, and for the year 347,417 tons, giving a total of all kinds for the week of 312,813 tons, and for the year 3,418,618, being an increase as against production to same time last year of 105,881 tons.



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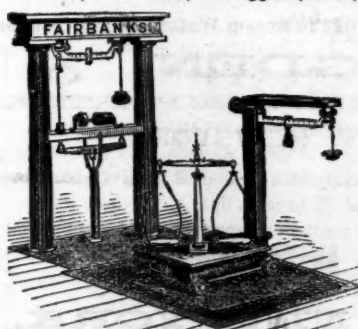
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**SPECIAL NOTICE.**—Postponement of sailing—Steamer **RISING STAR**, will leave Pier No. 42 North River, for Aspinwall, at 12 o'clock noon, SATURDAY, April 5. Steamer **OCEAN QUEEN** will follow and sail April 19, 1873.

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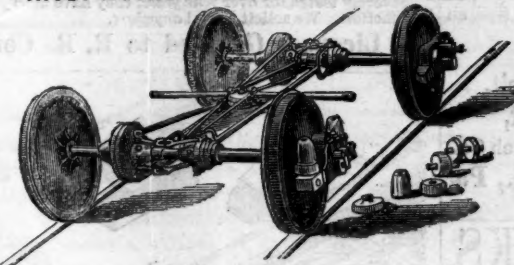
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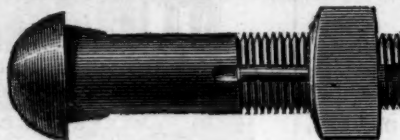
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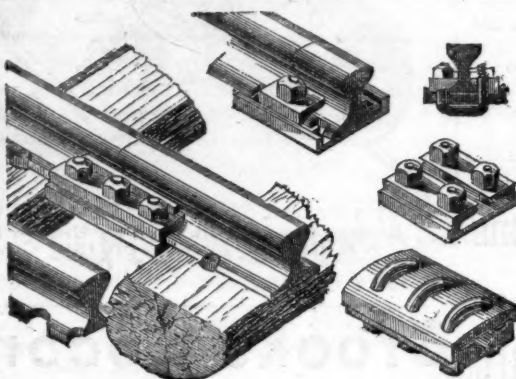
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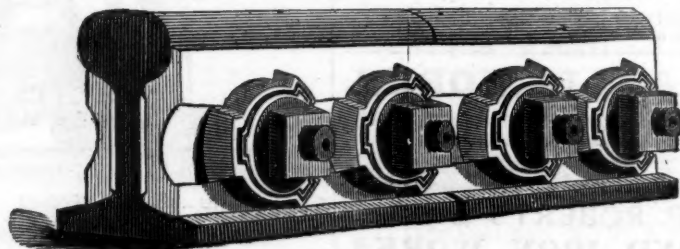
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We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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